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ROLL OF HONOUR.
(1914-1918.)
IN MEMORIAM.

ADAMS—In fond and ever-loving memory of Richard Allen Alexander (Phil) Adams, son of the late Captain R. S. Adams, Shinan House, Shercock, Co. Cavan, who was killed near Vimy Ridge on 11th April, 1918. "Until the day break and the shadows flee away."

STEWART—In proud and ever-loving memory of my beloved husband, Lieutenant-Colonel Hugh Stewart, D.S.O., M.C., R.A.M.C., killed in France April 12th, 1918. "Until the day break and the shadows flee away."—Muriel.

BIRTHS.

CONSIDINE—April 9, 1924, at Derk, Pallaskenry, Co. Limerick, the wife of Talbot J. Considine, a son.

JOHNSTON—April 8, 1924, at the Nursing Home, Carnew, to Mr. and Mrs. E. V. Johnston, Glandoran House, Gorey, a daughter.

JOYCE—April 10, 1924, at 89 Lower Baggot st., to Margaret, wife of Gordon F. Joyce, Woodview, Blackrock, a son.

MASTERSON—April 10, 1924, at Denmark House, 57 Lower Leeson st., to Mr. and Mrs. T. Masterson, 25 Frankfort av., Rathgar, a daughter.

RUSSELL—April 10, 1924, at 56 Upper Mount st., wife of G. H. Russell, R.A.F., a son.

SPEARS—April 8, 1924, at Kincora av., Strandtown, Belfast, the wife of Reginald R. Spears, M.B.E., D.L., R.U.C., a son.

WILLIAMS—April 6, 1924, at 40 Upper Fitzwilliam st., to the wife of John Williams, Auburn, Tullamore, a daughter.

MARRIAGES.

FOGARTY and O'HALLORAN—February 27, 1924, at St. Mary's, Haddington rd., by the Rev. T. Dwyer, James F. (Jim), son of the late William Fogarty, Artane House, and Mrs. Fogarty, to Josephine (Joe), daughter of the late Stephen O'Halloran, National Bank, Mullingar, and Mrs. O'Halloran, Wellington rd., and grand-daughter of the late Stephen O'Halloran, Ballycuneen, Co. Clare.

MacKENZIE and CASEY—April 9, 1924, at Donnybrook, by the Right Rev. Monsignor Dunne, V.G., Alfred E., third son of the late Stephen MacKenzie and Mrs. MacKenzie, Somerset, Blackrock, to Ida, fourth daughter of the late John Casey and Mrs. Casey, Plantation, Donnybrook.

MOORE and BENSON—April 5, 1924, at Shanghai, William A. Moore, Hong Kong Civil Medical Service, to Helen Margaret, daughter of Mr. C. Benson, late Indian Civil Service, Madras, of Hayden, Lyme Regis, Dorset.

WEIR and FLEMING—April 5, 1924, at Abbey st Methodist Church, by the Rev. H. H. Cornish William, only son of Mr. and Mrs. James Weir, 3 Cambridge av., Pigeonhouse rd., to Hannah, youngest daughter of the late John Fleming and Mrs. Fleming, 10 Vavasour square, Bath av., Dublin.

WILLIAMSON and RAPER—March 21, 1924, at St. Mary's Parish Church, Dublin, by Rev. J. O. Grace Daugherty, M.A., William, eldest son of John Williamson, to Mary (Cissie), elder daughter of late Henry Raper, Dublin.

DEATHS.

ANNOUNCEMENTS received late for insertion in this column will be found on Page 6.

ARMSTRONG—At the residence of her brother (Thomas Miller, Blessington, Co. Wicklow), Elizabeth Armstrong, widow of the late John Armstrong, formerly of Banse, Kilmanagh, Co. Kilkenny. "Safe in the arms of Jesus." Funeral at Blessington to-morrow (Sunday) at 4 o'clock.

BASSETT—April 8, 1924, at his residence, Saltmills, Co. Wexford, Christopher Bassett, aged 80 years.

BLACKALL—April 11, 1924, at Marino Park, Blackrock, Jane, widow of the late Thomas Blackall, of Kildgeeny, Kilkee, aged 89 years. Funeral private. No flowers, by request.

BLAKE—April 11, 1924, Mark J. Blake, late Supervisor Inland Revenue, 53 Grosvenor square. Deeply regretted by sorrowing family. R.I.P. Funeral leaves R.C. Church, Rathmines, 10.30 a.m. Monday.

BRYAN—March 31, 1924, at the hospital, Wicklow, William, aged 58, eldest son of the late ex-Sergeant William Bryan, Edward st., Ballinglass, Co. Wicklow.

HOGAN—April 11, 1924, at his residence, "Glengarry," Vernon av., Clontarf, William Daniel Hogan. Deeply regretted by his sorrowing wife and children. R.I.P. Funeral from St. John the Baptist Church, Clontarf, after 10 o'clock Mass, Monday morning, to Glasnevin.

LONGWORTH DAMES—April 10, 1924, at Chester, Eunice, widow of Captain Longworth Dames, D.L., of Greenhill, King's County, aged 87.

OWENS—April 11, 1924, at his residence, The Valley, Rosetta, Patrick Owens, B.A., late Manager Bacon Factory. Father of Monsignor John M. Owens, Superior, Wisconsin; Revs. R. Owens, St. Joseph, Mo.; P. J. Owens, Des Moines, Iowa, U.S.A. R.I.P. Remains will be removed to St. Cronan's Church (this Saturday) evening at 5 o'clock. Office and Solemn Requiem to-morrow (Sunday) at 12 o'clock. Funeral to Templemore Cemetery immediately afterwards. No flowers. American papers please copy.

ROBERTS—April 9, 1924, at a Nursing Home in Dublin, Calvert Roberts, of Seapoint Villa, Monkstown, aged 72. Funeral to arrive at Temple Hill 10 a.m. to-day (Saturday). No flowers.

SHEANE—April 11, 1924, at Newcastle Somerstown, Co. Wicklow, Gerald, youngest son of James and the late Catherine Sheane, of Lucan and Ballybrack, Rathfarnham. Funeral on Monday (by motor), arriving at New Esker Cemetery 1.30 o'clock.

SENIOR—April 10, 1924, at Noreville, Abbeyleix, Thomas, third son of the late Richard and Anne Senior. "For ever with the Lord." Funeral to-day (saturday) at 1 o'clock to Ballyroan.

VANCE—April 9, 1924, at Royal Bank House, Castlebalgarry, Rachel, dearly-beloved twin daughter of Mr. and Mrs. J. G. H. Vance, aged 12 years.

WILLS—April 11, 1924, at his residence, 16 Queen square, James Henry Wills, beloved husband of Anna Wills. Sadly missed by his sorrowing wife, sons, and daughters. "With Christ, which is far better." Funeral private.

IMPORTANT.—As announcements for this column, if posted on Saturday, cannot reach this office in time for Monday's paper, they should be sent by telegram.

ACKNOWLEDGMENTS.

Mrs. Condon, widow, and **Mr. T. J. Condon,** father, of the late Mr. Jerome Condon, wish to express their deepest thanks to the very many friends who sent messages of sympathy in their bereavement, and hope they will accept this acknowledgment of their kindness, as it would be impossible to reply to each individually.

Mr. J. Cummins and family, Rosemary square, Roscrea, wish to thank their numerous friends who sent letters and telegrams of sympathy in their recent great sorrow, and trust they will accept this in acknowledgment.

Mr. and Mrs. Evans and family, Skerries, wish to thank their many kind friends who sent telegrams and letters of sympathy in their recent sad bereavement, and trust that all will accept this in grateful acknowledgment.

IN MEMORIAM.

ALLEN—In most loving and reverent memory of William Edward Allen, who died at Commonwood House, Chipperfield, Herts, on April 12th, 1919.

HUDDLESTON—In memory of mother, Sarah Huddleston, much loved, who passed away 13th April, 1918. Psalm xxiii.—Dal.

ZDY—In loving memory of Catherine Connedy, 15 St. Mary's rd., Ballsbridge, died 13th April, 1921. R.I.P.

SAINSBURY—In loving memory of dear Mrs. Sainsbury, who passed away April 12th, 1921.
Only a memory of bygone days.
And a sigh for a face unseen.—R.W.

THOMPSON—In fond and loving memory of our dear mother, who died at Killadoon, Celbridge, April 13th, 1923. Sadly missed by her sorrowing husband and family.

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(CONTINUED ON NEXT COLUMN.)

MISCELLANEOUS.

RUGBY FOOTBALL.
WANDERERS v. BIRKENHEAD PARK, LANSDOWNE ROAD, EASTER MONDAY, 21st INST., At 3.15 p.m.
D.M.P. BAND.

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Height at least 5 ft. 9 ins.
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P.S.—Applicants if in or near city should call to Kevin street Bandroom for testing, etc.

MR. JOHN GARDNER, Chartered Accountant, having severed his connection with the firm of Messrs. Craig, Gardner, and Co., begs to inform his clients that he has taken offices at 102 GRAFTON STREET.

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(CONTINUED FROM PREVIOUS COLUMN)

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GARAGE FREE TO HOTEL VISITORS.
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PRIME NEW SEASON'S CANTERBURY LAMB.
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BIG CONSIGNMENT IMPORTED AT SPECIAL PRICES.
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BUSINESS AS USUAL
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SALTHILL HOTEL,
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NOW BOOKING FOR EASTER.
Residents have the option of taking meals at the Royal Hibernian Hotel, Dublin.
Salthill is one minute from train and tram.

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Table d'Hôte or à la Carte.
OPEN TO NON-RESIDENTS.

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COMFORTABLE MODERN HOTEL.
Table d'Hote and à la Carte Luncheons and Dinners.
SPACIOUS LOUNGE. TELEPHONE—2741.
Terms moderate. Apply Manageress.

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Nearest Hotel to Great Southern and Western Railway Terminus.
Comfortable and Moderate.
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PALMERSTON PLACE, BROADSTONE.
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Most convenient for travellers to or from the West of Ireland arriving in Dublin and wishing to catch the early morning train. The Hotel is one of the most comfortable in Dublin. Electric light throughout. Inclusive charges most moderate. Uniformed Porter meets all Midland Trains. Travellers arriving by night or mail train can obtain accommodation in this Hotel.
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FULLY LICENSED.
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Best situation in City, next Museum and National Library. Moderate Tariff. Free Garage.
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One minute from Station. Tram stops at door. Moderate winter terms. Open to non-residents. 'Phone 3583.

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Terms moderate. Very central. Tram passes the door. Telephone—2606.

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15 MINUTES FROM DUBLIN.
IDEAL FOR EASTER HOLIDAYS.
Beautifully situated in own grounds. Adjacent to Island, Shore, and Portmarnock Links.
Electric Light. Steam Heated.
Hot Sea and Fresh Water Baths.
Special Winter and Week-end Terms.
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The leading Family Hotel, standing in its own Ground of 5 Acres, opposite Mail Boat Pier and Station.
Electric Light Throughout. French Cuisine.
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Ideally situated, facing sea; beautiful views Howth Head, etc.; one minute from Pier, trains and tram. High-class Cuisine.
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Comfortable Modern Hotel. Electric Light
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GRESHAM TERRACE, DUN LAOGHAIRE.
Overlooking Harbour, close to train, tram, mail boat. Excellent catering. Open to non-residents. 'Phone 71.

LONDON—Tavistock Hotel, Covent Garden, W.C. 2 (2 mins. Covent Garden Tube Station), bedroom, breakfast, bath, attendance, from 8/6.

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ABERCORN, 50 Lower Baggot street, Dublin. Recognised, first class Catering; every comfort. 'Phone 3677. 15 2s

AVOCA, Co. Wicklow—Moore's Vale View Hotel; comfort, attention, and moderate charges. Telegrams: Moore, Hotel, Avoca. T 17 2

COLWYN Bay—Westbrook, Llanerch road, Boarding Establishment; excellent position; two minutes sea, promenade, and electric cars; comfort assured.—Miss Sharpe, late of Dublin. 20 2

COLWYN Bay—Rhos-on-Sea—"Inishmore," Private Hotel, healthiest position, facing sea, golf; golf; excellent cuisine.

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HOVE, Sussex—Ideally 25 Courtfield Gardens, Kingsthon—Delightfully situated, overlooking gardens, close to West End and city, hot and cold water in all bedrooms and gas fires; cuisine is liberal and of the very best; terms from 5½ guineas; reference kindly permitted. Phone, Western 2192.—Mrs. Fry (late Lansdowne Terrace).

LLANDUDNO.—"Erion Villa," Boarding Residence; central position for all amusements.—Mrs. Hopkins.

LLANDUDNO—Board Residence; special Easter terms. —Miss Chapman, Rosemead, Arvon avenue. (late of Warren's Hotel, Dublin). 9

LLANDUDNO — Mostyn Boarding House, North Parade. Facing sea, near Pier. Terms moderate. 7

LUCAN—Boarding House, near Spa, tram, and lake—Lismore House, Lucan. 8 A

NORTHGH—Bodmorlas, facing sea; removals ensure for Easter.—Mrs. Thil. 8 F

PRIVATE Hotel, 63 Lower Leeson street—Central, quiet.—Miss Dowdy. Telephone 2040. 13 10

RHYL—Moreville Private Hotel, facing sea. Tel. No. 106.—Mrs. Phillips. 7

SOUTHPORT—The Prince of Wales Promenade. Largest Unlicensed Hotel. Orchestra; garage. 'Phone 441. Telegrams: "Marine." 7

SELECT Private Hotel, 14 Lower Leeson street—Visitors to city can have excellent accommodation; personal attention; moderate charges.

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HOTEL CARLISLE.
Magnificently situated over East Pier, commanding beautiful views of Dublin Bay, Howth. Most Comfort

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MOTOR CARS CONTINUED.

1920 ROVER 12 h.p. 2/3 Seater and Dickey, complete equipment; thoroughly overhauled and requisited; bargain; trial and examination.—The Rover Co., Ltd., Lord Edward street. 11 B

C1000—ROVER 8 h.p. Two Seater, 1921 Model; tax paid for 1924; £115. Rover 8 h.p. Two Seater, 1922 Model; tax paid for 1924; trial and examination invited.—The Rover Co., Ltd., Lord Edward street. 11 B

WANTED.

WANTED, 3/4 Seater Motor; state lowest mileage, etc.—M 1338, this office.

WANTED, light modern Cars and Motor Bicycles, prompt cash.—Fitzgerald, 128 Stephen's Green. 9 X

WANTED, Light Car, two seater with dickey; state price and particulars.—M 1414, this office. 11 A

MOTOR CYCLES.

"A1" 1924 Models. Come and see our large stock of Sunbeams, New Imperials, Diamonds, P. and M. Humbers, and Rovers. Accessories in great variety.—Warren Bros., Ltd., Lemon street, off Grafton street. T

ASTOUNDING Value—37 four strokes B.S.A., £59 £73.—Woods, Westland row. T

A.J.S., 2/4 h.p., 5 sp., k.s., from £58; 7 h.p. Couh., from £106; delivered Dublin.—Wallen, Trinity Street Garage. T

ADVANCES on Motor Bikes, Cars, Jewels.—Gorman, Pawnbroker, Winetavern st. (opposite Four Courts); new system. T

RALEIGH MOTOR CYCLES, 1924. Prices from £47 to £95. For particulars apply to the Main Agents, JOHN HUTTON AND SONS, LTD., 115 SUMMERHILL. T

A.J.S. Combination, little used, fully equipped, spare wheel, tan-and, £80.—M 1363, this office. 10 B

BUY your Excelsior and Raleigh Motor Cycles from the Agent.—Gibson's Garage, Mark's lane, Brunswick street. 9 F

COTTON—Touring and O.H.V. Models on view.—Kelly, 24 Bachelor's Walk. 24 19

COMBINATION, 5/6 h.p. Rudge Multi, £40.—108 Philibsborough road. 9 A

CALTHORPE J.A.P. 2 h.p. Enfield, two speed gear, Bosch, scraping; new appearance. Seen Leatherge's, Great Brunswick street. 9 X

COVENTRY Eagle and Henley Motor Cycles.—C. Stritch, Agent, 1 South Circular road. T

DOUGLAS Combination, 1923 Model, Hetley lansdoun 7 Combination, £75; New Imperial 6 Combination, 1922, £70; Douglas 2¼, £20. Rover 3¼ 3 speed Combination, £55.—Fitzgerald, 128 Stephen's Green. 9 X

ENFIELD Combination, 6 h.p., excellent condition, £45.—Rideout, 17 Lower Baggot st. 11 C

FOR Immediate Delivery—1 Number "4" 3½ p. Flat Twin, also the new 2½ p. The "Consendit" and the "Chiltorpe" Motor Cycles.—Keating's, 32-35 Lower Abbey street, Dublin. 9 12

HAVE you seen the 1924 Bradshaw Motor Cycle? Its pleasing lines appeals to the smart motor cyclist. It has some speed, too, and the price is right. Tara Motor Engineering Works, 47 Pociboy street. 10 X

INDIAN Powerplus Combination, recently overhauled, in perfect order, sell or Exchange for Lightweight and cash.—Seen Gibson's Garage, Mark's lane. 10 F

INDIAN 7-9 Combination, couch built Sidecar, perfect order; must be sold; £50 or nearest offer; any expert examination.—M 1175, this office. 10 F

JACK Healy Cork, A.J.S., Norton, and Velocette Agent. All Models in stock. T

LONDON Prices for America's best Motor Bicycle, 1-4 large consignment Harley Davidsons just arrived. Sole Distributors for Free State—Wayte Bros., Ltd., Lemon street. 14 7

LIGHTWEIGHT P. and M. Two Speed, not used since engine underwent complete overhaul, including cylinder grinding and new piston, £20 or nearest offer. Address "Z 1905, Motor Cycle," this office. 6 F

NORTON—Sports, 4cc; Touring, £87 10/-; Big 4, £89 10/-; O.H.V., £105.—Kelly, Bachelor's Walk. 24 19

NEW Imperial 2¼ 4 stroke, 2 speed, kick start, perfect condition, £25 or nearest.—77 Hanover st. 9 A

RALEIGH Motor Cycle Agent—Any make taken in part exchange.—Fitzgerald, 128 Stephen's Green. 9 X

SPLENDID 5-6 Combination, three speed, kick starter, chain drive, interchangeable wheels, spare wheel, couch built Sidecar, large lugg. carrier; perfect running order; any hill to greet; any trial; price reasonable; best offer.—M 1155, this office. 9 A

ZENITH—2 O.H.V. Full and inspect this Model, £75 10/.—Kelly, Bachelor's Walk. 24 19

21 ENFIELD, late 1923; mileage under 2,000; 4 lamp, horn; perfect running order; tax paid; £55; purchasing higher power machine. Seen 82 Aldeburgh road. 11 C

23 2 SPEED Douglas, perfect running order. Seen 24 39 Harcourt street between 3 and 5 Saturday. £25

7/9 INDIAN Powerplus Combination, absolutely perfect in every respect (like new); several needful spares; any trial.—Ashton, Clonskeagh. 10 B

1923 INDIAN Chief Combination, absolutely perfect in every respect (like new); several needful spares; any trial.—Ashton, Clonskeagh. 10 B

1923 4 h.p. Triumph Combination, splendid condition, little used, 1924 tax, spare wheel, screen, electric light, speedo, mileage 600.—M 1261, this office. 10 B

ACCESSORIES, TYRES, ETC.

DOUGLAS Magneto for Sale, cheap; perfect order.—Fitzgerald, 128 Stephen's Green. 9 X

TWO 26 x 2; Motor Cycle Tyres, new; Sell cheap.—18 Stamer street. 11 C

WANTED.

WANTED, Rear Windscreen of good quality and in good condition; state lowest price.—M 1252, this office. 8 F

BICYCLES.

"A1"—NEW 1924 Models—Sunbeams from 15 guineas, Sparkbrooks from 7 guineas. Centaurs from £7 15/-. B.S.A. from £9 15/-; a few 1923 left. Model 16 reduced. Easy payments arranged.—Wayte Bros., Ltd., Lemon street, off Grafton street. T

GENTS B.S.A. All Weather Bicycle for Sale, as new, fitted with speed gear, Dunlop Magnum, Mudguards, Wood and Co., 4 Charlemont street. 9 A

LADY'S Royal Triumph Bicycle, cost £13 15/-; cyclometer, very little ridden, owner having arthritis; accept half. Seen after 6, at 93 Upper Grecne's street Kingston.

LADY'S "Popular" Raleigh Bicycle, 24" frame, practically new.—M 1356, this office.

LADY'S Bicycle for Sale (Beeston Humber), also Gents Roller; cheap.—Glenbeirne, Bray.

RALEIGH Bicycles. Extraordinary high bargains. Price Brothers, Chatham street off Grafton street.

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DISENGAGED

CHAUFFEUR, single, all runnine repairs; commercial preferred; excellent references.—M 1108 this office.

CHAUFFEUR—Certified, careful driver seeks situation; can drive all makes.—Patrick Dowling, Blessington. 9 A

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ORIGINAL testimonials should not be enclosed with replies to advertisements.

(3/3/'24.)

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LONDON—89 Fleet Street, E.C. 4 ..... Central 4380
MANCHESTER—82 Victoria Street ..... City 5084
GLASGOW—84 Gordon Street ..... Central 84

LOST AND FOUND.

LOST on Grenadoon Delaney road, on April 9th, Pair Horse Reins, Coupling, in black case. Reward. Lost, Bugle, Letters, some addressed Kilkelly; reward.—M 1162, this office.

STRAYED from 90 North Circular road, Bog Cat; reward.

TRAVELLING Rug dropped from motor car, corner of Londonderry road. Finder please return to 20 Londonderry road. Reward.

£2 REWARD—Lost, at Cabiry Bawn, Lady's Gold Wrist Watch. Had Master Wristlet Watch.—M 1380, this office.

RUNNING AT THIRTY.

The 11.9 Morris Car runs lightly and naturally at thirty miles per hour, without strain or deterioration.
Can you say that of any other car at £235?

The average 10 h.p. car wants nursing along at 15 to 20, if it is to last.

Sole Morris Car Agents:
G. A. BRITTAIN, LTD., HATCH STREET, DUBLIN. 41

First-class travel at third-class rates

MOTORING *is* a luxury, but not an expensive one if you own an Overland. An Overland is equivalent to first-class travel at third-class rates. That is why you see scores of new Overlands on the streets each day—the fact is daily becoming better known that any other car at about the same price looks insignificant and *is* insignificant beside this wonderful automobile. Its value is absolutely extraordinary! Call with some friends and have a look over the Overland. - - - - - - - **£220**

Overland

W. B. CRAWFORD (DUBLIN) LTD., 29 Dawson St. Dublin

McC. *Phone: Dublin 1692.*

EASTER, 1924.

We have available a number of 2 and 4 Seater Second-hand Motor Cars, ready for Easter delivery.

These cars, having been taken in exchange by us for new cars, have been thoroughly overhauled, and are guaranteed in running order, each car being equipped with Electric Lighting and Self Starter.

Prices from £100.

Trial runs and inspections invited.

Sole Agents for De Dion, Minerva, and Hands Cars; also for A.E.C. Commercial Motor Lorries.

THOMPSON & COMPANY
3-9 SHAW STREET, DUBLIN.
'Phone— 5003 and 2, Dublin. 'Grams— "Fitting," Dublin.

SITUATIONS VACANT.

SALESMAN, HOUSE FURNISHING.

ROBERTSON, LEDLIE, FERGUSON AND CO., LTD., BELFAST, require a thoroughly experienced SALESMAN for their SOFT FURNISHING Department.

Apply to Mr. Brown, Manager, The Bank Buildings, Belfast. 10 F

AMONG THE POSITIONS FOUND for the 410 Russell-trained 'uns who were introduced to well-paid positions during the first three months of 1924 were the following:—One at £700 per annum and a house; one on guaranteed salary and commission of £500 minimum; one at £700 per annum and commission; one at £500 on account of commission estimated at £1,000 per annum; one at £350 minimum; four at over £300 and commission; 12 at £250 or over, and commission; 14 at £200 or over, and commission, etc., etc. What Russell-training and the Russell course Appointments Department did for these men it can do for you. The Russell Selection and Appointments Service has proved the turning point in many men's careers. It has given confidence and brought success and a better job to men by developing their personality. It has shown hundreds of others how to get out of the rut—how to put unreasonable drudgery and poor prospects behind them, and how to start life anew in a fine and splendid calling with prospects of success and unlimited prospects before them. It can do as much for you. The course is by post, so that you can study in your spare time, and are introduced to a well-paid position when qualified. Write for illustrated prospectus and summary of actual lessons to the Russell-Hey Co., Ltd., 393 Goschen Buildings, Henrietta street, London, W.C.2.

A successful student of the Thomas Russell course in Scientific Salesmanship will be glad to help you on the road to success. Write to F. Doyle, 15 Clarence street, Dublin, Local Representative. 6 E

C. RUSSELL HART CO., LTD. 6 E

CITY HOSPITAL, SHEFFIELD.

PROBATIONER NURSE.

Probationer Wanted for Fever Hospital. Salary, first year £19 8/-, second year £23 5/-, plus allowances of £10 per annum, with board, lodging, washing, and uniform.

Apply, with full particulars, stating age and when disengaged, Matron, Fever Hospital, Sheffield. 10 B

A BANDON Unemployment—Careers for Youths and Girls; opening rest free 6d. Apply Secretary, Atlantic College, 45/47 Henry street, Dublin.

A COMMERCIAL Traveller's Situation.—Qualify for same from only recognised Irish Practical Tutors and Sales Organisation in Ireland. Our system for practical trained Travellers is greater than the supply. Fees less than half charged by Correspondence Schools. Prospectus, Dublin Business Institute, 8 Upper Abbey street, Dublin. 11 C

BOOT Trade—Smart Girl Wanted to assist in Boot Shop; must be well educated, neat writer, and good at figures; some copies references. Address "Z 1965, Girl," this office. 9 X

BOY Wanted, well educated, for Tobacconist Business. M 1153, this office.

BOOKKEEPER—Experienced Man for City Commercial Office; accountancy, Wine and Spirit Trade preferred. Apply, stating particulars of age, employments, age, and salary, M 1191, this office. 10 F

BOOKKEEPER—Young Man required to keep purchase and sales ledgers for Wholesale Warehouse.—M 1266, this office. 10 F

BOY Makers and Trimmers Wanted for provincial town; can guarantee regular work. Address, stating experience, "Z 1958, Boots," this office. 9 X

BOWLING Greenkeeper Wanted; full time job; good wages and cottage; none but experienced men need apply. Apply to Secretary, Clontarf Golf Club, Mahohide road, Dublin. 11 C

CLOTHING—McBirney and Co. require a first class Assistant for their Readymade Department—Aston's quay, Dublin. 9 F

CLERK'S, Dublin, require a smart Junior Window Dresser. 10 A

CLERK'S, Dublin, require an Assistant Ticket Writer, to work on the premises. 10 A

COMPETENT Bookkeeper, Salesman Wanted; good appearance essential. Send copies. 1851, this office. 10 F

DELIVERY Clerk and Checker Wanted; must be well Wanted; state age, experience, and wages.—M 1084, this office. 9 A

DESIGNER in business like Man Required with Messrs Solomans; no previous experience needed, but applicants must be adaptable, and willing to be taught new methods. Apply for interview in Dublin; stating clearly previous occupation, age, etc., M 1385, this office.

EXPERIENCED Bookkeeper required for large Retail and General Business in important country town within 50 miles of Dublin. Reply in writing, stating experience, salary required outdoor; and enclosing copies of testimonials to Kennedy, Gerrard and Co., Limited, 37 Westmoreland street, Dublin.

EDWARD Lee and Co., Ltd., 5 Upper Abbey street, Dublin, require a Lady to Buy and take Charge of Millinery, Laces and Ribbons. Apply by letter only, stating experience, salary, and copies of references.

EDWARD Lee and Co., Ltd., 5 Upper Abbey street, Dublin, require Clerk for Toyshop Counter. Apply by letter only, stating experience, salary, and enclose copies of references.

GROCERY—Wanted, a thoroughly reliable, experienced Charge Hand (Protestant) for good house in Midland provincial town. Address, with copies of reference state experience and salary required (indoor), "Z 1961, Grocery," this office. 9 X

HOUSEKEEPER—Wanted, Lady, I.C., to take entire charge of widower's private residence, Co. Wexford town, and to look after two children. Apply at once; applications must be accompanied by copy references, stating age, salary required and giving full particulars of experience. Address "Z 1892, Housekeeper," this office. 9 X

HOUSEKEEPER Wanted, Lady, I.C., to take entire charge of widower's private residence, Co. Wexford town, and to look after two children. Apply at once; applications must be accompanied by copy references, stating age, salary required and giving full particulars of experience. Address "Z 1892, Housekeeper," this office. 9 X

HOUSEKEEPER Wanted, Lady, I.C., to take entire charge of widower's private residence, Co. Wexford town, and to look after two children, eldest 10; good wages to suitable person; copies references. Address "Z 1892, Housekeeper," this office. 9 X

HOUSEKEEPER Wanted, Lady, I.C., to take entire charge of widower's private residence, Co. Wexford town, and to look after two children, eldest 10; good wages to suitable person; copies references. Address "Z 1892, Housekeeper," this office. 9 X

HOUSEKEEPER, experienced, Wanted for Hospital in Dublin.—M 1394, this office.

LADIES, add to income; spare time, profitable work; particulars free.—M'Phillips, Carleton, Dundalk.

MOTOR Drivers Wanted—Important Announcement.—We are constrained to Train 1000 men each week for positions in the Motor Industry. We give practical training on the new 20 h.p. The "Consendit" and the "Chiltorpe" Motor Cycles.—Keating's, 32-35 Lower Abbey street, Dublin. 9 12

MATRON Wanted for Dublin and the South of Ireland; must have connection and a knowledge of the Oil Lamp, Gas and Electric Business.—H. and G. G. Lewtas, National Lamp Works, Manchester. 8 F

MATRON Wanted, for Cheltenham, Present Irish Flour Mill, Wexford, Waterford, and surrounding districts on commission basis with connection amongst flour buyers liberally treated. Address "Z 1938, Traveller," this office. 10 A

MANAGER Wanted, for City Wholesale Oil and Colour Trade; experience necessary; state full particulars and salary expected.—M 1408, this office. 11 D

MANAGER Wanted, for Cigar Wholesale Trade; must be well known in the trade and have a good connection; state age and experience; good position for right man.—M 1366, this office.

MANAGER Wanted, for Dublin and Suburbs, for Insurance Company, doing all classes of business; every assistance given.—M 1210, this office. 10 B

MANAGERESS Wanted, for Confectionery Shop; state age and experience; good position for right woman.—M 1366, this office.

MANAGERESS Wanted, for Restaurant; must be thoroughly experienced; state age, experience, and salary required.—M 1141

This Venetian
PORE CREAM
keeps the skin young

Look at the face of youth. Is there anything more lovely than the fine texture of the skin, unlined and without blemish? Has your skin that satiny texture, that smooth exquisite freshness, that healthy vitality which you would desire?

You can have it. Elizabeth Arden, the acknowledged scientific authority on skin health, has made it possible for women to retain the beautiful skin surface of youth. Her Venetian Pore Cream reduces enlarged pores, tones up the skin tissues, and refines even the coarsest skin. It works while you sleep, helping the skin to function perfectly, and working wonders in a very short time. It is one of the delightful Venetian preparations of Elizabeth Arden.

Elizabeth Arden's famous Venetian preparations are obtainable from more than 1,000 smart shops in all parts of the world. Arrangements have now been made for certain Irish shops to carry supplies. The Dublin agents are:

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Elizabeth Arden will send you a booklet, "*The Quest of the Beautiful*," which describes all her famous treatments. Write to the London Salon for it.

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FORRESTS'
Feather Neckwear

We have just received our New Stock of Marabout Capes and Stoles that will be fashionable for both Afternoon and Evening wear. Our Marabouts are made by expert workers. Below are some of our remarkable values.

Wonderful offer in 7-Strand Stole, as sketch, 52 inches long; satin lined. Colours: Black, Nigger and Brown... **16/11**

Special Offer—8-Strand Stole, in excellent quality of Feather, 65 inches long; lined silk. Colours: Black, Nigger, Grey, Mole, and Brown **21/-**

Charming Square Marabout Stole, in excellent quality of Feather, silk lined, finished attractively with cord fastener; 52 inches long. Colours: Black, Nigger, Grey, Mole, and Grey **26/11**

Handsome Marabout Stole, 10-Strand, 58 inches long; silk lined. Colours: Black, Nigger, and Grey..... **29/11**

Pretty Clipped Ostrich Cape, silk lined, with cord fastener. Colours: Nigger, Grey, Mole, and Fawn **29/11**

Exceptional Value in Black and Coloured Ostrich Ruffles, from 5 Guineas to **12/11**

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Forrest
3 SOUTH GRAFTON ST
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DUBLIN

(CONTINUED FROM PAGE 2.)

WIRELESS BROADCASTING, ETC.

A RADIEX Set signifies Tone—Two Valve, from £6 15/-; 3 Valve £9 17/6, 4 Valve £13 5/-; or any wireless set to-date.—Pitmans, Electrical Engineers, 15 Crow street, Dublin. T

WIRELESS SUPPLIES. Expert Advice and Prompt Delivery. Two, Three, and Four Valve Sets, Marconi, Sterling, etc. DEMONSTRATIONS.

CUMMING AND DILLON'S AUTO SERVICE. 4 LOWER ABBEY STREET, DUBLIN. X

WIRELESS Sets—Consult us before purchasing. Over 20 years' experience. 2 to 7 Valve Demonstrations given weekdays.—Atlantic Wireless Co., 3 Bench, Henry st., Dublin. 'Phone, 3225 Wires. Broadcasting. T

WIRELESS Traders—We have a very large stock of all the best Wireless Components and Parts, including Valves, at our Depot. Manufacturers' terms. 9-6; Saturdays, 9-1.—The Eiroo Wireless Engineering Co., Ltd., Eiroo Works, Clonmel. T

WIRELESS Electrician requires position; all Broadcasting Instruments a speciality.—M 1178, this office. 10 F

MACHINERY.

ALL classes Scrap Metal, Machinery and Contractors' Plant Works Dismantled.—McCann Brothers, Store street, Dublin. T

ALL kinds new and secondhand Machinery, Tools, Cycle Rails, Lathes, Pulleys, steel Joists, 1,000 square yards Rubber Tiles; inquiries solicited.—McCoy and Sons, Ltd., Belfast. T

CIRCULAR Saw Bench, with ring oil bearings, to take 3' 6" saw Panel Planing Machine, and three Boring Machines.—Martin Hughes, 2 Irishtown, Dublin. T

FOR Sale, ten ton Steam Roller and independent Scarifier.—M 1288, this office. 10 h

FOR Sale, No. 4 Bamford Grinder, Oil Tank, 150 gallons; 3 h.p. Motor, 1,450 revs., and 4 Mule Spindle Thresher, self feeder; Metal Saw Bench, with saw and cutters as new; Chaff and Pulp cutters.—Apply to David Mercer and Co., Auctioneers, Dunlavin, Leix. 10 A

LUBRICATORS—Grease and Oil in great variety to suit all makes of Motors.—Wilson, Dublin. T

MEADOW Mower, repairs. Send us your Machines at once to avoid delay.—The Dairy Engineering Co. of Ireland, Ltd., 21-22 Beresford place, Dublin. T

PLOUGHS and Plough Fittings, all makes, from stock.—The Dairy Engineering Company of Ireland, Ltd., 21-22 Beresford place, Dublin. T

REPAIRS to Engines, Boilers and Threshing Machinery; all classes of machines erected and repaired. Tubes supplied from stock.—Wilson and Co., Smithfield, Dublin. T

SPORTS AI'D PASTIMES.

ANGLING—Most Practical House in Ireland for Fishing and Rods. Hardy's Celebrated Greenheart Rods; Trades supplied; lists free.—Garnett, Crampton Court, Dublin (opposite Dublin Castle). T

FISHING Rods and Tackle of every description; large stock; Rods repaired; catalogues free.—L. Keegan, Cycle Depot, Longford. T

GUNS Repaired; careful and skilful work; moderate charges; cash or terms.—Thomas Turpin, Gunsmith, Camden Court Dublin (opposite Dublin Castle. T

GUN Repairs of all kinds executed on the premises by competent Gunsmiths; special quotations.—Joseph Keegan, Gunmaker, Inns quay, Dublin. S

GUNS—Webley and Scotts, B.S.A. and all other G makes, large stock Gun Cartridges and Accessories, Illustrated catalogues free.—L. Keegan, Gunmaker, Inns quay, Dublin. T

SHOOTING—Procure your Guns, Cartridges, and Shooting and Setting requirements from Garnett's; Agent for Webley and Scott, B.S.A. Guns and Rifles; lists free.—Garnett, Gunmaker, Crampton Court, Dublin (opposite Dublin Castle). T

SALE, Double Barrel Breechloading Gun, little used, with leather case.—Garnett, Crampton court, Dublin. S

TROUT Rods, one Greenheart, one Cnoebuilt, steel centre, with leather case; perfect condition, waste kept; Dublin.—M 1382, this office. 8 F

PHOTOGRAPHY.

NEW Autographic Kodak Camera, Model H, R.R. lens and leather case; bargain for £4 or nearest offer; genuine.—M 1314, this office. 8 F

YACHTS, BOATS, ETC.

CRUISING Motor Launch for Sale, 20 h.p. Gardner engine, 30 feet long cabin, quantity of gear, perfect condition.—Meade, Boatbuilder, Ringsend. 7 X

DUBLIN Bay, 25 Footer, Alana, for Sale, with Point, sails and gear excellent; accept £275.—Clancy, 1 Roby place, Kingstown. T

FOR Sale, Motor Boat, about 20 feet by 6 feet; cheap.—M 259, this office. 10 B

FOR Sale, Yacht, "Oigneris," yawl rig, cabin, 19 feet long, 6 feet beam, decked all over.—M 1529, this office. T

HOUSE Boat, "Warfarer," length 64ft., beam 13ft. 6in., draught 3ft 5in., decorated by G. F. Lowe, cabin 8ft. long with full sized cooking range, sink, etc., saloon is solid black walnut, double state room and two single ditto, bath room is mahogany and fortcable, two cots; baths in state rooms. Only boat of its kind in Ireland. Offers and full particulars, Mahony, Boathuilder, Dun Laoghaire. 10 B

KISMET" for Sale, 18 ton cutter, by Pile, very fast; cheap.—M 1305, this office. T

YACHT Tender, 20 ft., built by Cowper and Nichol, new, complete with sails and gear. 8 F
M'Allister, Gaisce, Malahide.

HORSES, HARNESS, ETC.

BAY Mare, exceptionally good hunter; Brass Harness.—M 1353, this office. T

FOR Sale, five Horses, one 8 years old, two 4 years old, two 3 years old; three Clydesdales; two would make van or waggons; on train; other horses trained. Apply John Dunne, Great Newtown, Rathfarnham. 8 F

FOR Sale, Pony, 6 years, 12.2, fast and quiet; Harness and Sidecar; Trap bar—Bugg, Rocky Arbour, Dundrum.

HORSE, 8 Light and Heavy; strong Jaunter, very fast gentle; Cart and Harness; Pony Trap, Dunlop Harness, Van Harness, Timber, Float, Gates, 9 x 5, 14/- each.—Stables, 51 Terenure street. T

LORRY Horse, 5 years old; believed sound; quiet to harness; £25 trial.—Carr Valentia, Dun Laoghaire.

TUCKEY Pontac, Inside Trap, Harness for Sale, at 57 Sydenham, Dalkey; also Kerry Cows.

TWO good Hunters, 7 years, hunted to date. Seen by appointment, Moreen, Dundrum. 11 C

VEHICLES.

FOR Sale, one Dog Cart, later on one Round Trap and Mare, and Harness, one Cart and Harness. Apply to Glebe House, Cranlin. 10 C

FOR Sale, Half Trap, as new; fit 18 hands.—M 1370, this office. 11 C

OUR famous Bogie and Sessero Cars, all sizes in stock.—John Hutton and Sons, Ltd., 11 Sandymount, Dublin.

PONY, Spring Cart for Cullow, and Harness, nearly new.—Blackrock House, Blackrock. 8 F

RUBBER Tyres a speciality; don't pay high city prices.—Cuddy, Curragh Camp. 22 27

RUBBER Tyres, all sizes, fitted at short notice—The Clay Wheel Works, Ltd., Great Brunswick street, Dublin.

RUBBER Tyres, all sizes, fitted. Wheel Repairs and Renewals a speciality.—Delia Hutton and Sons, Ltd., 115 Sommerfield, Dublin.

SMALL Inside Trap and Harness, perfect condition, very little used; rubber tyres.—Lay, Sea Drive, Dalkey. 10 B

TWO Trap for Sale, pair, 14 hands, rubber tyres.—Fitzgerald, Arden road, Rathmines, next Portobello Barracks.

VICTORIA, good outer and cushion, rubber tyred, £11.—Cuddy, Curragh Camp. 10 12

GARDEN, FARM, BEES, ETC.

ALL Owners of Gardens to ensure best results should Sow Drummond's specially tested Vegetable and Flower Seeds; awarded over 1,000 First Prizes.—W. Drummond and Sons, 57 and 58 Dawson street. T

A1 CABBAGE, 3/-; 100, Lettuce, Onions, 2/6; Cauliflower, 3/6; free.—Penhill's, Stepaside. T

ABSOLUTE Reliability with reasonable prices—Vegetable Seeds, Flower Seeds, Fertilisers, Horticultural Sundries, Grasses, Clovers, Mangels, Swedes, Turnips. Catalogues free—McKenzie, Seedsmen, Dublin.

ASPARAGUS Roots, good strong 3 year old, plant now, 4/- dozen, post free 1/-; 50, 2/6; 100, 3/6; 500, 15/-; 1,000, 25/-; carriage free 94 x 50.—Hudson, Templeogue.

A LARGE quantity of well saved white Onion Straw for Sale.—Michael Byrne, Golden Ball. 10 B

ARTIFICIAL Manures for dressing grass lands, tillage, market gardens, etc.—Alfred Bagnall and Sons, Ltd., Great Brunswick street, Dublin.

A1 ANNUALS, fine plants, choice varieties, 4/6; Aquilegia, long spurred Hybrids, 4/6; Aubretia purple, fine compact plants, 2/-; Alyssum, variegated, 2/-; Canterbury Bells, 1/6; Indian; Sutton's Giant, 2/6; Gems, Mrs. Bradshaw, 3/-; Lupins, Polyphyllus, large plants, 4/-; Mysotis (Forget-me-Not), 1/6; Polyanthus Primrose, 2/-; Colour Primrose, 2/-; Oriental Pansies, Sutton's Hybrids, 6/-; Pansies, 2/-; Phlox, Mrs. Sinkin, 2/6; Violas, 2/-; Saxifrage (moss) Rose, 2/6; Delphinium, Sutton's Hybrids, 2 year old plants, 9/- per doz. per dozen part postage or carriage 9d.; carefully packed.—Cranna Potten, Retsford, Co. Tipperary. 11 C

A NEW Idea in Rockeries—A little stick across will give you a wonderful display of exquisite colours, just the thing for months in flower. My strain is the finest procurable. Dried roots succeed best: 12 1/9, 24 3/-, 50 5/6, 100 10/6, post free. Yellow, mixed, 24 2/6, 100 8/6, post free; Polyanthus, beautiful mixed, 12 1/6, 12 2/9, post free; Canterbury Bells, mixed or separate colours, flowering, 12 1/9, 24 3/-, 50 5/-; exquisite Carnations, 12 2/6, 24 4/6; Pansies, extra choice, 12 2/6, 50 8/-; best Antirrhinum, Snapdragon, tufted pansies, yellow or white, 12 1/9, post free; Aquilegia, long spurred, 12 2/6, 50 8/-, post free; Aubretia, fine strain, 12 1/9, post free; will make a beautiful display. Write for my extensive collection of beautiful Perennials, 3 of each 5/6, 6 of each 10/6, 12 of each 20/-, post free.—Aquilegia, long spurred; Coreopsis Grandiflora, Lodelia Cardinalis, Delphinium, Oriental Poppies, Gypsophilia Paniculata, Single Pyrethrum, Hollyhocks, Linum Perenne, Lupins, mixed colours.—Frank Jervis, Greystones, Co. Wicklow, Ireland.

BUMPER Rose Offer!!!
"BUSH," "STANDARD," "CLIMBERS."
EVERY TREE OFFERED WILL FLOWER THIS YEAR IF PLANTED NOW.
MILLS, NURSERYMEN,
TERENURE, DUBLIN. 11 B

BUSH Roses—"Draschi" (white), "Hugh Dickson" (scarlet), "Ophelia" (salmon), "Richmond" (scarlet), "Hillingdon" (apricot), "Ophelia" (salmon), "Herbert" (scarlet), "Irish Fireflame," "Werner's Queen" (yellow), "Irene" (copper), "Harry Kirk" (crimson), "Alex's Pride" (orange), "Gorgeous" (orange), any 3 6/6, 12 11/6, 50 Mills.

B.—MAGNIFICENT "Standard Roses," fine stems, well budded, 4 feet and 5 feet as above, 9/9 each; 10/6.—Mills. 11 C

BUSH Rambler Roses—"American Pillar" (rose), "Scarlet Climber," New (scarlet), "Lady Gay" (flesh), "Dorothy Perkins" (shell-pink), "Crimson Rambler" (crimson), "Ariadne" (white), "Alberic Barbier" (new blush), "Dorothy Perkins" (light pink), "Leontine Gervais" (copper and rose), "Hiawatha" (rose crimson), "Lady Godiva" (yellow), "Dorothy Dennison" (shell-pink), "Carmine Pillar" (carmine), any 3 4/6, 12 16/-.—Mills.

BEAUTIFUL Weeping "Standard Roses," varieties as reminders, above strong stems, splendid heads, 6/6 each, 3 17/6.—Mills. 11 C

BRIGHT Scarlet "Potentilla," 3 for 2/9; Scarlet Daisy, 3 for 2/3; "Gem," "Mrs. Bradshaw" (red), 2/3; "Mrossotis" (forget-me-not), 2/3 1/9; "Polyanthus" (bunch-flowered primroses), 12 1/9; "Blue Anchusa" (bunch-flowered), 2/3; "Gypsophilia" (a true flower), 6 2/3.—Mills.

BLUE Anchusa, "Dropmore's," roots 1/9; 12 coms. 2/3; "Campanula," for cutting, 6 2/-; "Aquilegia," art shades, 12 3/-.—Mills.

BUD "Ambush," lovely colours, 12 coms. 1/9; Mills' famous Anemone St. Brigid, assortment, 25 2/9; Lupinus Polyphyllus, 6 2/-.—Mills.

BORDER Carnations," selected larges, 6 different 4/-; transplanted seedlings, 12 1/6, 50 4/-.—Mills.

BEAUTIFUL Auriculas "Alpine's," 3 1/10; delightful "Pentstemons," 6 2/6; perennial "Phlox," "Decussta," 6 varieties, 3/6; "Coreopsis," 6 varieties, 4/6; "Single Pyrethrums," 6 different 3/6; "Double Pyrethrums," 6 different, 4/6.—Mills. 11 C

BLANKET Sets—"Snowdenries," all varieties, 7/6 per set; "Bed Out" "Black Spot" Roses, 7/6 per doz.; "Loganberries," 2 selected, 5/3.—Mills. 11 C

BEGONIAS: Begonias!! Begonias!!—"Glorious Gold Medal" strain, absolutely unequalled; "salmon," "white," "pink," "yellow," "crimson," "scarlet," "orange," "mixed," any above colours, 2/9 doze, 50 8/3, 100 15/-; Doubles, any above colours, 3/9 doze, 50 11/3, 100 21/-.—Mills, Specialists, Dublin. 11 C

BETTER value unprocurable; prompt despatch, scientific packing, carriage free.—Mills, Terenure, Dublin. 11 C

BESSBROUGH Border Plants for Colour—From our noted stock of Herbaceous Perennials, strong plants, 6/- per doze, special quotations, with planting diagram free, for large quantities; Rose and Alpine Plants, 5/- per doze, all different; Border Carnations, extra strong plants, 2/6 100; Chrysanthemums, for Border or Greenhouse, 5/- doze.; Tomato Plants, extra strong, 5/-, all two doors, post free.—Ramsay, Ballsbridge, Gardens, Dublin.

CAULIFLOWER Plants—Early Lossols, strong, transplanted, 5/- per 100, 1,000, 12 1/9, 24 2/-, 50 2/6; exquisite Carnations, 12 2/6, 24 4/6; Pansies, extra choice, 12 2/6, 50 8/-; best Antirrhinum, Snapdragon, tufted pansies, yellow or white, 12 1/9, post free; Aquilegia, long spurred, 12 2/6, 50 8/-, post free; Aubretia, fine strain, 12 1/9, post free; will make a beautiful display. Write for my extensive collection of beautiful Perennials, 3 of each 5/6, 6 of each 10/6, 12 of each 20/-, post free.—Aquilegia, long spurred; Coreopsis Grandiflora, Lodelia Cardinalis, Delphinium, Oriental Poppies, Gypsophilia Paniculata, Single Pyrethrum, Hollyhocks, Linum Perenne, Lupins, mixed colours.—Frank Jervis, Greystones, Co. Wicklow, Ireland.

CABBAGE Plants, Drumhead, Dutch, 2/5; 1,000; Onions, 2/-; 100.—Thornton, Newcastle, Co. Dublin.

CHURNS—Butter made in 7 minutes; very simple and easily cleaned.—Rennie's, Pitlamhic street, Dublin.

CROPS Sale, Monkstown, 25 acres, Oats, Clover, Grass, London Pride, &c.; cash with order.—M 1189, this office.

FOR Sale, two Steam Roller and independent Scarifier.—M 1288, this office. 10 h

FOR Sale, No. 4 Bamford Grinder, Oil Tank, 150 gallons; 3 h.p. Motor, 1,450 revs., and 4 Mule Spindle Thresher, self feeder; Metal Saw Bench, with saw and cutters as new; Chaff and Pulp cutters.—Apply to David Mercer and Co., Auctioneers, Dunlavin, Leix. 10 A

LUBRICATORS—Grease and Oil in great variety to suit all makes of Motors.—Wilson, Dublin. T

MEADOW Mower, repairs. Send us your Machines at once to avoid delay.—The Dairy Engineering Co. of Ireland, Ltd., 21-22 Beresford place, Dublin. T

PLOUGHS and Plough Fittings, all makes, from stock.—The Dairy Engineering Company of Ireland, Ltd., 21-22 Beresford place, Dublin. T

REPAIRS to Engines, Boilers and Threshing Machinery; all classes of machines erected and repaired. Tubes supplied from stock.—Wilson and Co., Smithfield, Dublin. T

GARDEN, FARM, ETC., CONTINUED.

LOTUS Major, strong, 2/6 doze, 50 1/9, 100 2/9, post free.—Frank Jeeves, Stradavoren, Monte, Westmeath.

MCKENZIE'S Seeds—heavy cropper, splendid variety for all purposes, 2/6 per pound. Sutton Aster Seeds.—McKenzie, Seedsmen, Dublin.

MCKENZIE'S Mangels, 1/4, 1/6 lb. Finest stocks obtainable, heavy crops of fine quality, 1/4, 1/6 lb.—McKenzie.

MACKEY'S Premier Seeds for your Garden—Cabbage, Snowball, Reliable Drumhead, 1/4, 1/6 per doz. free—Cabbage, Nonpareil; Carrot, Intermediate; Cauliflower, London's Best; Leek, Giant Musselburgh; Lettuce, Hollow Crown; Onion, James' Keeping; Parsnip, Hollow Crown; Pea, Gladstone; Parsley, Extra Curled; Leek, Monstrous Carentan; Broccoli, Purple Sprouting; Vegetable Marrow. 9

MACKEY'S Premier Seeds for your Garden—Aster, Choice Mixed; Antirrhinum (tall and D), Overstrung Grand Block Ebony, list price £400, now £175.

AT Gill's—Schubert (2), and D) Overstrung Grand, list price £250, now £140.

AT Gill's—Rönisch Schroder Overstrung Grand, list price £290, now £125.

AT Gill's—Rechstein Overstrung Upright Overstrung, rosewood case, list price £165, now £125.

AT Gill's—Schubert Upright, rosewood case, list price £153, now £85.

AT Gill's—Schiedmayer (2, and F) Upright, rosewood case, list price £120, now £85.

AT Gill's—Rönisch Upright Overstrung Grand, list price £140, now £90.

AT Gill—Rönisch Upright Overstrung Grand, list price £130, now £80.

AT Gill's—Rönisch Upright Overstrung Grand, list price £120, now £85.

AT Gill's—Collard and Collard, Cottage Upright, iron frame, rosewood case, list price £110, now £60.

AT Gill's—Collard and Collard, Cottage Upright, iron frame, rosewood case, list price £110, now £60.

AT Gill's—Collard and Collard, Underdamper, iron frame, rosewood case, list price £110, now £60.

AT Gill's—Marcolf Overstrung Cottage Upright, mahogany, list price £95, now £60.

AT Gill's—Dawsett, iron frame, walnut case, list price £95, now £45.

AT Gill's—Broadwood, iron frame, rosewood case, list price £100, now £45.

AT Gill's—Alpa Piano, rosewood case, list price £50, now £20.

AT Gill's—Your old Piano taken in part payment of new Instrument or purchased for cash.

AT Gill's—Have your Piano Repaired and Tuned by experienced workmen; estimates free; work guaranteed.

AT Gill's—Note Address, 14 and 18 Nassau street. Phone, 3284.

A COTTAGE Piano Wanted; grand might suit; state particulars; no dealers.—K 6514, this office. T

A MERICAN Organ—Style, rich tone, in perfect order, 14 stops; knee swells.—M 956, this office. 7 X

FOR Sale, Upright Piano, by Kirkman, in good order, £35.—M 1249, this office. 10 B

FOR Sale, Upright Piano, by P. and J. Schiedmayer, in fine condition.—Apply Mrs. Darley, Troxy, Ballinamallard, Fermanagh.

FURNITURE.

AT Highest Value—James Hill and Son, Bachelor's Walk, Purchase Furniture, Pianos, Antiques.

CARPET, seamless, 16 x 14, new; cost to match; will sell, manufacturer's price, £20.—McCrae, Upholsterer, Berkeley road.

COMPLETE Furniture of modern house for Sale; seen Monday 10 to 1, 2 to 5.—1 Northbrook Villas, Ranelagh road.

HANDSOME best Bedroom Suite, walnut, 3½ feet; cost £50.—M 1503, this office.

HAWLOR, Briscoe will Buy or Sell your Surplus Furniture, Auction every Thursday—35 Ormond quay. T

LARGE Rec Carpet for Sale, £1 5/—Mornings, 2 Twenple terrace, Dalkey.

LARGE Wardrobe, shelf and drawer, 5ft.; very nice Chest Stand, five cut bottles, £3.—M 870, Irish Times Branch Office, Rathmines.

MAGNIFICENT Brass Double Bed, Box Spring, Hair Mattress. Apply 21 Herbert street. 8 F

MAHOGANY Finished Bedroom Suite, large mirrored wardrobe, marble top and back washstand (two drawers underneath, large mirror in dressing table); only months in use; also Mirror (Black Overmantel.—M 1106, this office. 9 A

SALE, Two Suite Furniture, Eureka Gas Cooker, owner leaving.—M 1503, this office. 8 F

MUSIC PIANOS, ETC.

AT Gill's, 14 and 15 Nassau street, only one minute from Grafton street—Compare prices before purchasing your Piano; you are under no obligation to purchase.

AT Gill's—Bechstein Overstrung Grand Black Ebony, list price £290, now £205.

AT Gill's—Rechstein Overstrung Grand Black Ebony, list price £300, now £85.

AT Gill's—Bluthner Overstrung Grand Black Ebony, list price £400, now £175.

AT Gill's—Schubert (2, and F) Overstrung Grand Black Ebony, list price £400, now £175.

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AT Gill's—Rheinlord Schroder Overstrung Grand, list price £290, now £125.

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ERTISEMENTS
(FROM PAGE 3.)

ANDS, ETC.

...ested, comprising ...ared, cultivose; ...Battersby, West-...

...Premises; will ...0, this office. 10 F

...residence attached. ...Sell or Let; suit ...mmediate possession. ...

...ed to Let. Apply ...ndmyniont district, ...ass apply at 11761. ...

...2 acres, to Let, be-...Lansdowne ...Dennyc- 10 F

...Palmerston Park; private ...10 F

...f 50 Fitzwilliam square ...

...first floor Offices, best pos-...first floor Office, Suffolk ...Dublin, 10 F

...Premises, lately in ...Laundry and Builder's ...offered against rent ...25th April, 1924. 10 F

...Sale, South City; suit ...Address 193 North King ...10 F

...ery thoroughfare, South ...rent free, £1,300 or ...Bridge, £850. ...business, going concern, ...Dublin. 11 C

...Sell or Let, alongside the ...four floors over two-...Apply 5 Lower Sackville ...4 4

...Apply 11-12 St. Andrew ...7

...Government Buildings ...9 A

...rent moderate.—Opposite ...10 F

...House street—Large, hand-...rent moderate; ...11 F

...to Let; second floor.— ...29 Lower Mount street; held in fee; or ...let at £2 per annum ...Dublin. 10 B

...Lease, 148 Harold's Cross ...Kerry Manufacturing ...

...Replies street; lease for ...11 C

...Rent in good locality; ...No. 1535, this office. ...

...15 Parliament street; ...or motor dealer; ...Apply 3 Ireland ...

...will fitted Shop, with good House, ...suit any business; ...Rent moderate. 11 C

...Shop, suitable for ...1384, this office. ...11 C

GRAZING.

...at Holylands, Bath, ...Whitehall. Apply ...8 F

...in city, well watered and ...11 C

...Dundrum—Field to Let for ...from 1st December, 1924. ...Cler, Exchange Buildings, Lord ...

...Harold's Cross Road, ...and Yard—118 botanic ...9 A

...Grazing. Apply Somerset, strand. ...11 C

S, SALE AND WANTED.

...Bonassi, for Sale, seaport town, ...eland; suit Protestant; house, ...Z 2056, Hotel, this ...10 F

...and Fittings of watercooling Mineral ...Cases at front; suit wineries or other ...a rent.—M 5010, this office. ...11 C

...to Sell by Private Treaty, ...most desirable up-to-date ...Premises, to wards attached ...commodation for 15 ...ses; the premises ...equipped workshop, ...Forge, at £10 per ...Rental £60 or £70 ...Full particulars on ...Portarlington. ...

...Grocery, ...in city, doing Concern, ...Tobacconist; state terms.—M 5033, ...

AND LANDS FOR SALE.

...rivately, compact House, with open ...2 sitting, 5 bedrooms, maid's room, ...kitchen and pantry; price £1,100. ...13 Mayfield rd., Terenure. 9 F

...Sale, compact House, with open ...2 sitting, 5 bedrooms, maid's room, ...kitchen and pantry; price £1,100. ...13 Mayfield rd., Terenure. 9 F

...Sale, Private House, with open ...2 sitting, 5 bedrooms, maid's room, ...kitchen and pantry; price £1,100. ...13 Mayfield rd., Terenure. 9 F

...Sale or Let, detached House, ...Court, Eden quay; close to ...four floors over two-...Apply 5 Lower Sackville ...4 4

...Apply 11-12 St. Andrew ...7

...Government Buildings ...9 A

...rent moderate.—Opposite ...10 F

...House street—Large, hand-...rent moderate; ...11 F

...to Let; second floor.— ...29 Lower Mount street; held in fee; or ...let at £2 per annum ...Dublin. 10 B

...Lease, 148 Harold's Cross ...Kerry Manufacturing ...

...Replies street; lease for ...11 C

...Rent in good locality; ...No. 1535, this office. ...

...15 Parliament street; ...or motor dealer; ...Apply 3 Ireland ...

...will fitted Shop, with good House, ...suit any business; ...Rent moderate. 11 C

...Shop, suitable for ...1384, this office. ...11 C

GRAZING.

...at Holylands, Bath, ...Whitehall. Apply ...8 F

...in city, well watered and ...11 C

...Dundrum—Field to Let for ...from 1st December, 1924. ...Cler, Exchange Buildings, Lord ...

...Harold's Cross Road, ...and Yard—118 botanic ...9 A

...Grazing. Apply Somerset, strand. ...11 C

S, SALE AND WANTED.

...Bonassi, for Sale, seaport town, ...eland; suit Protestant; house, ...Z 2056, Hotel, this ...10 F

...and Fittings of watercooling Mineral ...Cases at front; suit wineries or other ...a rent.—M 5010, this office. ...11 C

...to Sell by Private Treaty, ...most desirable up-to-date ...Premises, to wards attached ...commodation for 15 ...ses; the premises ...equipped workshop, ...Forge, at £10 per ...Rental £60 or £70 ...Full particulars on ...Portarlington. ...

...Grocery, ...in city, doing Concern, ...Tobacconist; state terms.—M 5033, ...

AND LANDS FOR SALE.

...rivately, compact House, with open ...2 sitting, 5 bedrooms, maid's room, ...kitchen and pantry; price £1,100. ...13 Mayfield rd., Terenure. 9 F

...Sale, compact House, with open ...2 sitting, 5 bedrooms, maid's room, ...kitchen and pantry; price £1,100. ...13 Mayfield rd., Terenure. 9 F

...Sale, Private House, with open ...2 sitting, 5 bedrooms, maid's room, ...kitchen and pantry; price £1,100. ...13 Mayfield rd., Terenure. 9 F

...Sale or Let, detached House, ...Court, Eden quay; close to ...four floors over two-...Apply 5 Lower Sackville ...4 4

...Apply 11-12 St. Andrew ...7

...Government Buildings ...9 A

...rent moderate.—Opposite ...10 F

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HOUSES AND APARTMENTS TO LET AND WANTED.

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NO. 8 Bloomfield avenue, S.C. road, for Sale; possession; also Single Bed, Sittingroom, partial board.—11 Belcrara road, Rathmines.

NORTH Circular road, 2525, Gurney Rathdown road (choice position); 3 rms, reception rooms, five family bedrooms, every modern convenience; possession—Mews. Holden's Auction, Next Wednesday, Saint Andrew street.

NON Basement Detached House for Sale, Howth road, five minutes from railway station; fine garage, acre; electric light; every convenience; beautifully decorated; possession August or September.—M 1213, this office. 10 B

ORMOND road, off Palmerston road—A non-basement semi-detached House, not yet vacant, to be Sold, with immediate possession. Orders to view from Dockrell Limited, Agents, George's street. 9 A

PORTOBELLO—Semi detached 7 roomed House; possession price £850. Keys with MacArthur and Co., House Agents, 79 Talbot street. 10 B

PRIMROSE HOUSE—Modern House, with immediate possession; price £700; 6 apartments, good garden; open daily.—MacArthur and Co., House Agents, 79 Talbot street. 10 B

PROFITABLE Investment, 24, 25, 26, 27, 28 South Great Charlemont street, off Great Brunswick street, let and producing £230 per annum; ground rent £9 15s.; lease 400 years. MacArthur's Auction, Friday, 25th April. 10 B

POSSESSION—75 Iona road for Sale, 2 reception rooms, 3 bedrooms, 2 large bedrooms, usually rent, but cost £600; all conveniences; electric light, gas; rent £36 or £38 Upper Mount st. 9 A

"ROSEVILLE," Sutton, with possession. Full particulars from P. J. Byrne, Auctioneer, 8 Parliament street. 10 A

RE Brunk and Chaplin Exist—14 Marrowbone lane, 5 Bedrooms and Sittingroom, hot bath, and attendance; terms moderate; Claremont road, Clontarf.—M 1397, this office. 9 A

UNFURNISHED self contained Flat, three Rooms, with Kitchenette, bathroom, geyser, electric light; rent £36 28 Upper Mount st. 9 A

UNFURNISHED Rooms or Unfurnished Flat, to suit married couple.—M 1580, this office. 9 A

VACANT, Hall Flat, Unfurnished, 65 Fitzwilliam terrace; seen morning hours. 9 A

WATERFORD—Well-Furnished Apartments now vacant; bath, electric light. 11 C

APARTMENTS WANTED.

BUSINESS young Man, Bedroom, use sittingroom; partial board, dinner Sunday; state terms; Ballsbridge.—Demonstrator, 3 Sweetbriar gardens. 9 F

CIVIL Servant, married, no family, requires Unfurnished Half House or Flat, Dublin to Bray or Malahide; permanent.—M 1535, this office. 9 A

GENTLEMAN Requires two Rooms, board; quiet house; South side; moderate. M 1305, this office.

MARRIED Couple require small Furnished Flat, Pembroke Township, June; Lansdowne road vicinity.—M 1130, this office. 9 A

TWO young Gentlemen Require Apartments, full board; South side; state terms.—M 1318, this office. 9 A

WANTED, three Unfurnished Rooms; South side, Rathmines preferred.—M 1315, this office. 10 B

WANTED, Unfurnished Flat; 3 rooms and kitchen, self contained; North or South side.—M 1539, this office. 11 A

YOUNG Lady desires Bedroom, small Sittingroom; Rathmines district preferred.—M 1379, this office.

SEASIDE AND COUNTRY.

HOUSES TO LET AND WANTED.

AT Kilcool, Greystones, Co. Wicklow—Charming House, 5-6 bedrooms; also Bungalow, also Flats; rents monthly; near sea, station, tennis; garden. 'Phone, 2559 Dublin. 9 A

A T Greystones, Furnished House, Unfurnished, Sale.—Arthur Jones and Son, Auctioneers, Greystones, can. 12 10

A COMFORTABLY, well Furnished House in Connemara to Let, for month or season; delightfully situated, standing in its own very pretty grounds, extending 12 acres; suit two ladies (family only); rent moderate; House contains: Hall, drawing-room, dining-room, bedrooms, maid's room, bath (h. & c.), gardens front and back; entrance from Salthill, between 3 and 6. 11 F

A NORTH Circular road, 2525, Gurney Rathdown road (choice position); 3 rms, reception rooms, five family bedrooms, every modern convenience; possession—Mews. Holden's Auction, Next Wednesday, Saint Andrew street.

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APARTMENTS WANTED.

A DVERTISER would Purchase 6-7 roomed modern House, Pembroke or Rathgar districts preferred; possession not later than August. Particulars, M 1532, this office.

A HOUSE or Flat to Let, Furnished, in Dublin or suburbs; £150 down, balance £100 per—M 1005, this office. 9 F

A HOUSE Wanted, within two miles of city, Furnished or Unfurnished.—M 1268, this office. 10 B

A MODERN House Wanted, South side, immediately, about £2,000 deposit, balance as rent; full particulars, M 1183, this office. 10 B

A MARRIED Couple require small Furnished House, Pembroke Township.—M 1135, this office. 9 A

A WANTED, Furnished House, from 1st June, for term, 12 good class locality; South side preferred; very careful tenant; any reference.—M 1064, this office. 8 F

A WANTED to Purchase, six or seven room House; will give full particulars, price.—M 1447, this office. 9 A

A WANTED, Furnished House, for one year, Rathgar or Terenure district.—M 1407, this office. 9 A

A WANTED to Purchase small compact House; state locality, price and particulars.—M 1407, this office. 9 A

A WANTED, modern House, convenient train or tram, about £1,200.—M 1093, this office. 9 A

A WANTED to Purchase House, North or South side; Little land preferred; state price.—M 1355, this office. 9 A

A WANTED to Rent, Furnished or Unfurnished, modern House, detached or semi; must have garage or space for same, electric light and gas; two good receptions, four or five bedrooms; full particulars, terms, etc. Address "Z 1964, House," this office.

A WANTED to Purchase, House, with vacant possession, South side, Malahide, Sutton or Howth; three bedrooms, maid's room. State particulars to M 1307.

A WANTED, House or Flat, 3 bedrooms, in city or convenient suburb; rent about £40. Address Lease, this office.

A WANTED to Rent, small House, city or suburbs; rent in advance; careful tenant; no children.—M 1278, this office.

A WANTED, Furnished House, Bungalow, or Cottage, Dundrum, Stillorgan or Carrickmines districts, convenient to railway; moderate rent.—M 1410, this office.

APARTMENTS TO LET.

DUBLIN AND DISTRICT.

A PARTMENTS Agency—Lists on application; Flats, 10 Board Residence, Furnished Apartments.—Miss White, 9 Wellington quay. 9 A

A T 54 North Frederick street, Rutland square—Select close cooking and attendance. 8 F

A T 57 Upper Leeson street—Furnished Apartments or Flat, with gas cooker. 8 F

A T 43 Lower Leeson street—High class Residence. 9 F

A T 55 Upper Leeson street—Comfortable Apartments, with and without board. 9 F

A PARTMENTS, visitors or permanent; Flats, Furnished House.—Apartments Agency, 45 Henry street. 8 F

A T 2 St. Alphonsus road, Drumcondra—Rooms, Board optional; visitors or permanent. 9 A

A T 40 Herbert place—Comfortable Double Bedroom, use of sittingroom, bath. 10 B

A TTRACTIVE Furnished Flat, Phoenix Park; road; electric light; bath; etc.—M 1350, this office. 10

A TTRACTIVE Furnished Flat, Upper Drumcondra road; electric light; phone for evening; moderate. 10 F

A VACANCY occurs in select house, Kenilworth Park, for one or two ladies; no others kept.—M 1320, this office. 11 C

A VACANCY for gentleman in private house, Northbrook road.—M 1383, this office. 11 C

A PARTMENTS, comfortably furnished. Apply 60 Adelaide road. 10 F

A FURNISHED Flat to Let; seen by appointment. 9 A

A TTRACTIVE Flat (own hall door), Furnished or Unfurnished. Seen 2 to 5, 13 Fitzwilliam square. 9 A

BEDROOM and Sittingroom, suit gentleman; dining out; moderate; Kenilworth square.—M 1585, this office. 10 B

BEDROOM and Sittingroom, use of Bathroom, suit gentleman, board optional; Rathmines district; garage accommodation.—66 Belmont avenue, Donnybrook. 10 B

BEDROOM and Private Sittingroom to Let, Furnished, adjacent to Ballsbridge and Donnybrook; terms moderate.—M 1596, this office. 10 B

CABRA road—Superior Flat to Let, with electric; no children.—M 840, this office. 9 A

COMFORTABLE Bedroom and Sittingroom, Furnished or Partial Board. Apply 21 Herbert street. 8 F

COMFORTABLE Furnished Bed Sitting-room to Let; suit lady or Miss; 10 Lower Leeson street, Fenelach. 8 F

CHARMING three room Furnished Flat, St. Stephen's Green; moderate.—M 1148, this office. 9 A

CABRA road—Half House to Let, Furnished; no children.—M 1260, this office. 10 B

COMFORTABLE Apartments, private house, homely; Protestant family; suit business gentleman; garden, phone if required; divorcee place.—M 1255, this office. 10 B

COMFORTABLY Furnished Apartments, suit married couple or gentleman or gentleman and friend; terms moderate.—M 1217, this office. 10 F

COMFORTABLY Furnished Bedroom and Sittingroom to Let

U.S. MARKETS.

STOCKS CLOSED IRREGULAR.

(REUTER'S TELEGRAM.)

NEW YORK, Friday.

The Stock Exchange will be closed on the 18th instant.

Stocks opened irregular, a renewal of short selling being offset by covering, them all declined, many Industrials to the year's lowest figures. Later there was a rally under the leadership of United States Steel Common, on shorts covering, and the market closed irregular. Government Bonds steady; Railroad Bonds irregular. The day's sales aggregated 970,000 shares. Money on call closed easy at 4¼ per cent. bid and 4½ per cent. asked. All business was transacted at the lower figure. Sterling exchange easy; silver ½c. up for foreign mined at 64.

GOLD IMPORTS.

Gold to the value of $4,750,000 has arrived here from London.

Annual earnings of the Union Pacific Railroad — Gross, $211,318,000; increase, $18,441,000.

Sec. Yrly	Stocks.	Closing Bid Prices. Thur.	Fri.	Business Done H.	L.
117¾	Funded	102¾	102¼	—	—
114½	Atch., Top., Santa Fe	99¾	99⅝	—	—
103½	Do. Preference	90¼	90	—	—
61⅞	Baltimore and Ohio	54⅝	53⅝	—	—
167¼	Canadian Pacific	143⅝	143⅛	—	—
94½	Chesapeake Ohio Com.	72	73	—	—
16⅜	Chic., Mil., & St. Paul.	14¾	14⅝	—	—
59½	Chicago and N.-West.	51½	51¼	—	—
37⅞	Do. 1st Preferred	32½	32⅜	—	—
64⅛	Do. 4½ Gen. Lien Bds.	56⅝	55⅝	—	—
95⅛	Great Northern Pref.	86¼	86¼	—	—
118½	Illinois Central	101⅝	101⅜	—	—
47	Lehigh Valley	40	40½	—	—
108	Louisville & Nashville	90¾	91	—	—
13⅛	Missouri, Kan. & Texas	11	11⅜	—	—
78⅝	Do. New 4% Bonds	69¼	69¼	—	—
61⅜	Do. Adj. 5% Bonds	52⅞	53¼	—	—
44¾	Missouri Pacific New	12⅜	12¾	—	—
4¼	Nat. of Mexico 1st Pref.	3½	3¾	—	—
1⅞	Do. 2nd Pref.	1⅝	1⅝	—	—
115¾	N.Y. Cit. & Hudson	98⅞	100¼	—	—
145⅞	Norfolk & West Com.	124½	127⅝	—	—
60	Northern Pacific Com.	51	52	—	—
79⅝	Ontario and Western	66¾	67¾	—	—
50½	Pennsylvania Shares	43⅜	43⅞	—	—
62	Reading Shares	53¾	53¾	—	—
40⅝	Do. 1st Preferred	35	35	—	—
116⅜	Do. 4% Mort. Bonds	98⅝	99⅝	—	—
91½	Southern Railway	80¼	80¾	—	—
102¾	Southern Pacific	87⅞	90⅝	—	—
33½	Texas and Pacific	29¾	28⅞	—	—
149⅞	Union Pacific	130	130	—	—
82⅛	Do. Pref.	71¾	71¾	—	—
103⅛	Do. 4% Bonds	90¼	90¼	—	—
19⅜	Wabash Common	16½	16⅝	—	—
32⅝	Do. Preferred A	28¾	28⅝	—	—
67⅛	Amer. Smelt. Refin. Com.	58	58⅛	—	—
37⅛	Anaconda Copper	31⅞	32¼	—	—
26	Brit.-Amer. Tobacco	22⅜	22⅜	—	—
71¾	N.Y. Cons. Gas	61⅜	61⅜	—	—
24¾	General Electric	20⅞	20⅞	—	—
112¾	U.S. Steel Common	95	97	—	—
119¾	Do. 1st Preferred	119¼	119	—	—
118	Do. 2nd 5% Bonds	102	102⅜	—	—
	Silver (Foreign Mined)	63⅞	64	—	—
91	Inter. M. Mar. Com. Certs.	7¾	8	—	—
34⅞	Do. Pref. Certs.	29⅛	30⅝	—	—
62	Royal Dutch Gil	54¾	54¾	—	—
41½	Shell Transport	36¼	36⅜	—	—
85⅝	Pan American Pet.	48⅝	48	—	—
18½	Anglo-American Oil	16⅜	16⅜	—	—
15⅝	General Motors	14¼	14¼	—	—
33¼	U.S. Rubber	28¾	28¾	—	—

Abbr. Ex div. Ex Bonus. Xtra Rights.

	Thursday	Friday.
Call Money	4½% 4¾%	4½% 4¼%
Ex. on Ln. 60 days' st.	4.30 37½	4.30 37½
Ex. on Ln. Demand Bills	4.33 12½	4.33 12½
Cable Transfers	4.31 37½	4.33 12½
Ex. on Paris	5.85	6.02½
Cotton, Mid. Upland	24.65	24.30
Do. New Orleans, Mid.	31.75	31.50
Cottonseed Oil, P. Sum.		
Yellow Spot.	10.15	10.00
Do. Spot Oct., Xcy.	10.31	10.17
Petro., Refined, in cases	17.40	17.40
Do., Standard White	14.00	14.00
Do., Philad., Stan. do.	14.00	14.00
Do., Pennsyl., Crude	4.00	4.00
Spirits of Turpentine	101	101
Do., Savannah	94¼	94¼
Resin, Grade B	4.75	4.75
Do., Grade D	4.65	4.65
Lard, Prime West. Sim.	11.82½	11.72½
Do., Refined, for West.	11.35—11.4.	11.30—11.40
Tallow, Extra	7¼	7⅜
Sugar, New Cuban	6.40	6.28
Corn, West., No. 2 Mix.	90¾	91
Wheat, No. 2 Hd. Win.	119¾	119¾
Do. No. 2 Red Winter	119¾	119¾
Do., No. 2 Mix. Drm.	115	117½
Coffee, Rio No. 7	15¾	15¾
Flour, Spring Clears	5.00—5.50	5.10—5.50
Iron, No. 2 Nor. Fdry	21.00—22.	21.00—22.0.
Iron, Straits	49.00	49.40
Zinc, East St. Louis	6.20	6.17½
Do., Futures	6.17½ 15¾	6.15 15¾
Do., do., Futures	13¾—13½	13¾—13½
Freight, Heavy Grain to Liverpool, per bushel	2·0—3·0	2·0—3·2
Freight, Heavy Grain to Continent, per bushel	1·2—4·5	1·3—4·5
Freights, Coal, to Lpool. (cargo, capacity)	30	30
P., Sand., per ton	40	40

PRODUCE MARKETS.

NEW YORK, Friday.

COTTON opened firm, 10 points to 13 points higher on further reports of too much rain, encouraging code politics, unfavourable weather forecasts, and buying by foreign interests. The market reacted afterwards under Wall street selling, discouraging Wall street conditions, disappointing Manchester advices, reports of new British Labour troubles, liquidation, weakness at New Orleans and heavy pressure. Later there were partial rallies subsequently owing to smaller visible supply figures and covering of shorts, and the market closed steady, net 35 points down to unchanged. Spot quiet at 30 points fall. New Orleans spot 25 points lower. Receipts—Atlantic, 5,000; Gulf, 7,000. Exports—Japan, nil. Consumption in the Southern States for seconds of trading—April, lowest 30.87 highest 30.87; May, 30.97, 31.00; July, 30.30, 30.30; July, 29.95, 29.95; August, 27.40, 27.40; September, 26.35, 26.23; October, 25.57, 25.58; November, 25.30, 25.30; December, 25.01, 25.01; January, 24.63, 24.63; February, 24.65, 24.63; March, 24.65, 24.63. New Orleans futures in last minute of closing—May, lowest 31.19, highest 31.22; July, 29.33, 29.38.

CHICAGO, Friday.

WHEAT opened barely steady and unchanged to ½c. lower. Values declined early on easier cable advices, free spring wheat receipts, and prospects of Argentine shipments; then rallied owing to rumours of export business, the rise in corn, and covering of shorts. Prices weakened again subsequently under commission house selling and a slack outside demand, and the market closed barely steady, ½c. to 1c. down. Sales included No. 2 hard winter, spot, 103¾; No. 3 hard winter, spot, 103. May, 101¾; July, 94¼; September, 104¾.

CORN opened steady, ½c. up to ¼c. down, and advanced afterwards on better cash inquiry from the South-West, unfavourable weather, covering of shorts, decreasing stocks, and higher cash markets; but reacted later owing to predictions of increased receipts, favourable reports, and realising. The market closed irregular, ½c. up to ½c. down. No. 2 mixed spot, nominal. May, 77; July, 78¾; September, 78¾.

OATS irregular, ½c. higher to ½c. lower. May, 46¾; July, 40¾; September, 40.

PROVISIONS opened quiet. Trading has again been slow and without noteworthy feature, the market closing dull. May, 10.87½; July, 11.12½; September, 11.35. Ribs—May, 9.77½; July, 10.05.

BACON firm, 12½ points up. The receipts of hogs at 18 principal Western centres, including Chicago, since March 1, were 1,053,000, compared with 4,723,000 for the same season last year.

HOGS irregular, 5 points up to 5 down.

Packg.	60lbs. avg.	150 to 250 lbs.	250 to 320 lbs.
To-day	10.00	7.05 7.50	7.30 7.50

SERVICES AND ANTHEMS.

SUNDAY NEXT BEFORE EASTER.

Notices for insertion in next Saturday's "Services and Anthems" Column should reach the *Irish Times* Office next Wednesday. Good Friday Services will be published in Thursday's issue; the notices should reach the office by next Tuesday. Good Friday and Sunday notices should not be written on the same form.

St. Patrick's Cathedral.—Holy Communion, 8 a.m. Matins, 11.15. Psalms lxviii., Te Deum, Benedicite, Gladstone in F. Anthem, "Word of God Incarnate," Greaves. Preacher, 1.21, "Ride on, ride on in majesty." Preacher, the Rev. H. J. Lawlor, Precentor. Holy Communion, 12.15. At 3.15, Note—Dental Week. Mark. N. Dim., Wood in C minor. 1st Anthem, "Hosanna," Gibbons. Hymn, 127. "When I survey the wondrous cross." 2nd Anthem, "My God, my God," Mendelssohn. Preacher, the Rev. N. J. D. White, Prebendary of Clonmethan.

Christ Church Cathedral.—11, Matins. Psalm 81. Te Deum, Byrd in D minor. Introit, "Behold, the Son of David," Gibbons. 11.40, Holy Communion, Merbecke. Preacher, Canon Somerville. Hymns 121, 227. 3.30, Evensong. Psalm 22. Magn. and Nunc Dim., Ouseley, in F minor. Anthem, "Here on earth," Brahms. Hymn 120. Preacher, the Dean. Royal Hospital, Kilmainham.—8, Holy Communion.

11, Morning Prayer.

St. Ann's Church, Dawson street.—8, Holy Communion. 11, 12.30 and 3.30, Rev. J. H. Alcock. Jr.

St. Matthias's Parish Church.—11.30, Holy Communion, Canon Gibbon. 3.30, Young People's Service. 7, Evening Prayer.

St. Bartholomew's Church.—7.15 and 8, Holy Communion. 11, Matins, Rev. Walter O. Simpson. 11.30, Palm Sunday Procession and Sung Eucharist. 3.30, The Story of the Cross. 7.30, Litany of the Passion and Procession and Evensong (Plainsong Tallis), Rev. Walter O. Simpson. "The Cross" (song) and "The Royal Banners" (Organ Festival) after Evensong.

Rathmines Parish Church.—8, Holy Communion. 10, Dr. Shaw. 11.30, Litany, Dr. Shaw. 3.30, Canon Lewis Crosby, Canon Price.

Monkstown Church.—8, Holy Communion. 11.30, Rev. W. Baillie. 7, Rev. Percy Moore, of Cork.

Christ Church, Leeson Park.—8 and 11.30, Holy Communion. 11.30, Chancellor McNeill. 3.30 and 7, Rev. H. Turner.

St. Columba's Church, Rathgar.—8, Holy Communion. 11.30, Rev. H. Turner. 7, Rev. W. Bell.

St. Stephen's.—8, Holy Communion. 10, Matins and sermon. 11.30, Matins, Te Deum, Hopkins in G, Benedictus, Stainer, third tone and Holy Communion, with sermon. 4, Children's Service. 7, Evensong and sermon. Anthem, "O saviour of the world" (Goss).

All Saints' Church, Grosvenor-sq.—8, Holy Communion. 11.30, Matins and Holy Communion (choral), Rev. C. H. Carr. 7, Rev. R. H. F. Campbell.

Drumcondra Parish.—12, Morning Prayer and Holy Communion, Rev. W. H. Coulter. 4, Children's Service. 7, Rev. H. C. Carr.

North Strand Parish.—8, Holy Communion. 11.30, Rev. H. C. Carr. 7, Canon N. J. D. White.

St. Michan's.—11.30, Holy Communion, Rev. R. L. Lebech.

Holy Communion Church.—11.30 and 7, Rev. A. Morrow.

St. Paul's.—8.30, Holy Communion. 11.30, Rev. E. J. Young. 7, Rev. R. A. Orchard.

St. Mary's.—11.30, Morning Prayer and Holy Communion, Rev. R. A. Orchard. 7, Rev. J. Canon Rotunda Hospital Chapel.—11.30, Rev. A. W. B. Mack.

St. Thomas's Church.—11.30 and 4, Rev. H. W. Domail. 7, Rev. D. H. Hall.

St. Barnabas's Church.—11.30 and 4, Rev. D. H. Hall. 7, Rev. H. W. Donald.

St. Kevin's, C.C.—8, Holy Communion. 11.30, Rev. C. E. Milligan. 3.30, Children's Service. 7, Rev. R. H. Hall.

St. George's.—8, Holy Communion. 11.30, Rev. E. M. Norton. 7, Canon Greer.

St. Aidan's.—8, Holy Communion. 11.30, Rev. J. T. Cummins. 3.30, Children's Service. 7, Rev. E. J. Mortion.

St. Augustine's.—11.30, Holy Communion, Canon Gregg. 3.30, Children's Service. 7, Rev. R. Wilson.

The Pro. Church.—8, Holy Communion. 11.30, Rev. C. F. Verschoyle. Rev. J. J. Cummins.

A Mission to Ex Deaf, Dawson street.—3.15, Rev. F. A. Elliott.

St. Catherine's.—11.30, Rev. J. Purser Sherrt. 7, Canon Thompson.

St. Victor's.—8, Holy Communion. 11.30, Canon Thomason. 4, Children's Service. 7, Rev. J. Purser Sherrt.

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St. Augustine's.—11.30, Hol

…MENTS

…EATRE. …AT 2.30, …AST NIGHT OF …AR'S OPERA. "STOP FLIRTING."

…A THEATRE. …E EMPIRE) 6.45 and 9 o'c. …ST MUSICAL REVUE, …RIATIONS."

…THE TOPICAL AND …ICAL REVUE— IN WAVES." …Phone—3206.

…PIA THEATRE (LATE EMPIRE), …SUNDAY) 13th APRIL, 3.30 p.m. …WISH ART THEATRE …LNA TROUPE …PROGRAMME …UK, …Acts by S. Ansky …including tax.

…ATRE. 2.30, …ND THE …enner Robinson. …GUNMAN. …can O'Casey. …Phone 3268. …TRE. …L …EHEAD, …024, at 8.15 p.m. …DOWELL, …red), 3/6 and 2/4, …and from …Terenure road. …HINES.

…N." …ORE. …ERTISEMENTS.

PUBLIC AMUSEMENTS

THEATRE ROYAL
6.45 TWICE NIGHTLY 9.0.
HARRY THURSTON.
Next Week:—Martin Henry presents THE LATEST AND CHEERIEST MUSICAL COMEDY
THE TALK OF THE TOWN.
The Powerful London Company includes
WALTER THOMAS, (Charles Glover, Gaby Joyce, VIVIAN PEDLAR, EDDY FOY, CORA GOFFIN.
FULL LONDON CHORUS
Direct from the Garrick Theatre, London.

TIVOLI (6.45 and 9 Tel 4125) THEATRE
BILLY REEVES & CO.
In the "Right Key, but the Wrong Flat."
Hurman, Clarice Chesney, Flora and Alberta, The Gladwyns. Vittoria,
MAPLE AND MAY.

PAVILION, DUN LAOGHAIRE
BIG SUCCESS! EVERYONE DELIGHTED!
LAST DAY OF
THE SCREEN'S GREATEST MELODRAMA, "THE PURPLE PHIAL,"
Starring SHIRLEY MASON and BUCK JONES.
At 4.10, 6.30, and 8.50. Felix the Cat, etc. etc.
NEXT WEEK—BEING HOLY WEEK, THE PAVILION WILL REMAIN CLOSED. RE-OPENING EASTER SATURDAY at 3 O'C.

LA SCALA THEATRE.
TO-DAY. 3-10.30.
ROD LA ROQUE,
MARY ALDEN,
MAURICE POWERS,
AND A BRILLIANT CAST, IN
"NOTORIETY,"
SUPPORTED BY
FULL COMEDY AND INTEREST PROGRAMME.
SPECIAL PICTURES OF THE OXFORD AND CAMBRIDGE BOAT RACE.
DANCE TO-NIGHT, 8 to 11,
IMPERIAL BALLROOM (Clery's).
MR., MRS. and MISS LEGGETT BYRNE.

SERMONS.

CHRIST CHURCH CATHEDRAL.
PREACHERS TO-MORROW:
At 11.0 a.m.—REV. CANON SOMERVILLE.
At 3.30 p.m.—THE DEAN, on "THE DAY OF VISITATION."
Sermon in connection with the C.I. Home Mission Society.

AN tSEANPHALL NA TRIONÓIDE
(CHRIST CHURCH CATHEDRAL).
EVENING PRAYER IN IRISH
On TO-MORROW (SUNDAY), At 5 p.m.

ST. BARTHOLOMEW'S CHURCH.
THE HOLY WEEK.
1924.
PALM SUNDAY:
The First Communion of Holy Week will be administered at 7.15. Addresses, Introductory to the Service of the Week, will be delivered at eleven o'clock Mattins, and at seven o'clock Evensong. The Palm Sunday Procession will be before the Sung Eucharist, 12 noon, and before Evensong. At the conclusion of Evensong, Mr. Vincent Barry will play "The Royal Banners" (Vexilla Regis), by Peace.
MONDAY TO MAUNDY THURSDAY:
The Holy Eucharist will be celebrated each day at 7.15, 8 and 11. Mattins will be said at 10.30. Evensong will be sung by the Choir at 6.30, when Sermons on "Aspects of the Cross" will be preached by the Reverend William Bell, M.A.
Each evening at 8 a plain Recital of the Sacred Passion will be given by members of the congregation, and the "Story of the Cross" will be sung.
GOOD FRIDAY:
The Services of the Liturgy of Good Friday will be as follows:—8, Litany; 10.15, Mattins and Ante-Communion, with Sermon by the Reverend C. R. Moss Hoare; 3.30, Evensong. The Three Hours' Devotion, 12-3, will be conducted by the Vicar. Offerings for the Jews' Society. There will be a preparation for Easter Communion 8 p.m.
SATURDAY, 8 a.m., Mattins; 8 p.m., First Evensong of Easter.
WALTER C. SIMPSON, Vicar.

METHODIST CHURCH, STEPHEN'S GREEN.
TO-MORROW (PALM SUNDAY), APRIL 13th, At the Evening Service, 7 o'clock, the following selection from the Passion music, "Messiah," will be sung:—
"Behold the Lamb of God."
"He was Despised and Rejected of Men" (Contralto Solo, Miss Olive Marper).
"Surely He Hath Borne our Griefs."
"And With His Stripes We Are Healed."
"And the Lord Hath Laid on Him the Iniquity of Us All."
Preacher: Rev. W. J. OLIVER.
SPECIAL SUBJECT:
"JESUS' LAST LOOK AROUND THE CITY."

RATHMINES METHODIST CHURCH,
CHARLESTON ROAD.
SERVICES IN HOLY WEEK.
APRIL 13-20.
SERMONS ON THE CRUCIFIXION.
Sunday, 7 p.m.—Its Offence.
Monday, 8 p.m.—Its Heroism.
Tuesday, 8 p.m.—Its Necessity.
Wednesday, 8 p.m.—Its Love.
Thursday, 8 p.m.—Its Cause.
Friday, 8 p.m.—Its Tragedy.
Sunday, 11.30 a.m.—Its Climax.
Sunday, 7 p.m.—Its Power.
Preacher:
REV. R. LEE COLE, M.A., B.D.
The Music will be Special and Appropriate.
EVERYONE WELCOME.

S. MATTHIAS'S CHURCH.
TO-MORROW EVENING.
LAST OF A SERIES OF SERMONS ON "HEROES OF THE CHRISTIAN ERA."
MARTIN LUTHER'S INFLUENCE.

SS. PHILIP & JAMES CHURCH,
BOOTERSTOWN.
PASSION (ST. MARK)
By DR. CHARLES WOOD.
On MONDAY, 14th APRIL, at 8 P.M.
Sung by United Choirs of Booterstown and Donnybrook.

ST. JAMES'S PARISH.
TO-MORROW (SUNDAY), APRIL 13.
REV. C. G. HAMMOND.
Parish Church, 11.30. District, 7.
COLLECTIONS FOR IRISH CHURCH MISSIONS

MAGDALEN CHURCH.
11.30 (Summer Time)—"Prayer as Co-operation with God." Rev. Wm. Baillie, M.A.
7—Subject: "Is Death the End?"
Anthem: "The Trumpet Shall Sound" (Handel).

RATHGAR METHODIST CHURCH.
11.30 a.m.—Rev. R. LEE COLE, M.A. B.D.
8 p.m.—REV. JAMES M. ALLEY.
Service each evening during the week (except Saturday) at 8.
Addresses on "THE CRUCIFIXION" by Rev. JAMES M. ALLEY.
Special Appropriate Music.

ST. MARY'S CHAPEL OF EASE (BLACK CHURCH), MOUNTJOY STREET, DUBLIN.
The Cantata "CRUCIFIXION" (Stainer), will be rendered in the above CHURCH, on TUESDAY, 15th APRIL, 1924, at 8 p.m.
Augmented Choir.
Soloists will be MR. W. H. ASHTON and Mr. MORLEY HUBBARD.
Quartette — Madame KING, Miss BOOTHMAN (Derry Feis Medallist), Messrs. ASHTON and HUBBARD.
Organist—Mr. FRANK P. MORRIS.
Silver Collection.

"THE APPROACHING END OF THE AGE."
THIRD SPECIAL ADDRESS by CAPTAIN REGINALD WALLIS, TO-MORROW (SUNDAY), 7.0 p.m., GROSVENOR HALL, BARGGAR, on "SIGNS OF THE TIMES."
Significant current events heralding the near Return of CHRIST.
Singing from 6.45. Everybody Welcome.

TWO GOSPEL ADDRESSES
By MR. A. WIDDISON.
TO-MORROW (SUNDAY) IN
MERRION HALL,
At 12 and 7.
Evening Subject:
"IS THERE A PERSONAL DEVIL?"
Everybody Welcome. Singing from 6.30.

CITY OF DUBLIN Y.M.C.A.,
LOWER ABBEY STREET.
TO-MORROW (SUNDAY) NIGHT (D.V.), BRIGHT EVANGELISTIC SERVICE, 8.30 p.m. Singing from 8.10 p.m.
MR. TOM P. O'CONNOR
Will continue his Testimony:
"FROM BONDAGE TO LIBERTY."
Special Duet. Everybody Welcome.

CHURCH ASSOCIATION,
10 DOLIER STREET.
MONTHLY SERVICE TO-MORROW, AT 3.30, In MOLYNEUX CHURCH HALL, BRIDE ST.
"MECHANICAL RELIGION AND ITS CURE."

DINNER HOUR SERVICES FOR WOMEN IN ST. ANN'S CHURCH.
MONDAY, TUESDAY, WEDNESDAY, and THURSDAY, IN HOLY WEEK, 1.5—1.50 p.m.
Address by CANON SOMERSET.

…STAURANT.
D'HOTE LUNCHEON
(3 Courses) and Daily in 2nd Floor, 1-2 P.M.
26 Strongest Service.
…GRAFTON. …WEEK, …OMPSON, …DIX AND JOHN BOWERS, in …BONDED WOMAN."
Also CLIVE BROOK, in …REVERSE OF THE MEDAL."

…ONTARF METHODIST CHURCH.
…SALE,
…WN HALL, CLONTARF,
…TO-DAY.
…ND AT 8.15 p.m. by
…S. CHARLES BAILEY,
…JAM'ES ALLEY Preaching.
ATTRACTIVE STALLS,
…MENTS and CONCERTS.
…SPECIAL SUBJECT:
…LAR TEA.

…AY. TO-DAY.
…HORAL AND CHAMBER MUSIC CONCERTS
At 3 P.M. and 8 P.M.,
In the …TROPOLITAN HALL, LOWER ABBEY STREET.

…ANITY OF VANITIES,"
Granville Bantock.
AND
WRESTLE AND PRAY,"
Bach.
Will be given by
The Combined Choirs of CULWICK'S CHORAL SOCIETY, And
…URNER HUGGARD'S PEMBROKE CHORAL SOCIETY.
…S. BRIDGE and Mr. F. S. PARK, …Clontarf Quartet and Hallé Orchestra, …rvil reform
…S DOUBLE CONCERTO FOR VIOLIN AND VIOLA
At the Afternoon Concert,
…Dorts and Solo Items at the Evening Concert,
…- and 4/- (tax included), reserved and numbered.
…and 1/- unreserved.
…KING AT MESSRS. PIGGOTT'S.

…HE CRUCIFIXION
(STAINER'S)
Will be rendered in
PATRICK'S CHURCH, DALKEY, …TUESDAY, APRIL 15th, at 8 p.m.
…Tenor—W. …Madison; Bass—A. J. …Contralto—Signor…Madame Borel; …Mrs. Hughes, Tenor—W. Madison; Worden Webb
SILVER COLLECTION.

…ST IRISH HARD COURT CHAMPIONSHIPS,
To be held at
…WILLIAM LAWN TENNIS CLUB,
…mencing APRIL 21.
…HAMPIONSHIP EVENTS.
…rance Fee, 5/- each.
…LOSE SATURDAY, APRIL 19.

…N DISTRICT NURSING ASSOCIATION.
A DANCE
…of the Funds of the above Association will be held in
…ION SHOW GROUNDS, NAVAN, …ONDAY, 22nd APRIL, 1924.
…MANAHAN'S BAND (usually conducted).
…commences 10 p.m.
15/- Gents, £1—can be had
…CRICKARD, …M. O'DONNELL, Hon. Secs.
…tion for parking cars.

…ERTISEMENTS.

…vertisements in …ish Paper. …Premises, …to Let and …Let and …Country, …Paper. …Paper. …Paper. …Lands, …Paper.

PUBLIC NOTICES.

COLAISTE OLLSCOILE, CORCAIGH.
LEACHTUIDHE CHOMHALTAS CHATHAIR CHORCAIGHE LE CEOL GAELACH.
Táid Coiste Riartha Cholaiste Ollscoile, Corcaigh, a d'iarraidh iarratais i gcóir Léachtuidhe Chomhaltas Chathair Chorcaighe le Ceol Gaelach. Tuillfe eolais is faghail ó SEOSAMH Ó DUNAIGHE, Rúnaidhe.

UNIVERSITY COLLEGE, CORK.
CORK CORPORATION LECTURESHIP IN IRISH MUSIC.
The Governing Body of University College, Cork, invites applications for the Cork Corporation Lectureship in Irish Music.
For further particulars apply to JOSEPH DOWNEY, Secretary.

DUBLIN COUNTY COUNCIL.
NOTICE OF ADVERTISEMENT, PURSUANT TO THE BOROUGH FUNDS (IRELAND) ACT, 1888.
Notice is hereby given, pursuant to the provisions of the Borough Funds (Ireland) Act, 1888, that a special meeting of the Dublin County Council, being the Governing Body of the County of Dublin, will be held in the Council Chamber of the Dublin County Council Offices, 31 Parnell square, Dublin, at 4 o'clock in the afternoon of Thursday, the 24th day of April, 1924, to consider, and, if approved, adopt resolutions:—(a) In reference to opposing, and the expense of opposing, the following Bills, notice of the promotion of which in the present session of Oireachtas has been given, that is to say:—
The Dublin Electricity Supply Bill,
The East Leinster Electricity Supply Bill,
The Irish Hydro and Peat Electric Power Bill,
The Dublin United Tramways Company (1896), Ltd., Bill.
(By Order)
SEAMUS UA LAOIDHLEIS, An Runaidhe.
Secretary's Office, 11 Parnell Square, Dublin.

THE PRO-CATHEDRAL, MARLBOROUGH STREET.
HOLY WEEK.
PALM SUNDAY—His Grace the Archbishop will Bless the Palms at 11.30 a.m., and preside at High Mass at 12 o'clock. Solemn chanting of the Passion according to St. Matthew.
SPY WEDNESDAY—At 7.30 p.m.—Office of Tenebrae. His Grace the Archbishop will preside.
HOLY THURSDAY—High Mass and Consecration of the Holy Oils, beginning at 9 a.m. His Grace the Archbishop will pontificate. Office of Tenebrae at 7.30 p.m. His Grace will preside.
GOOD FRIDAY—Stations of the Cross in the morning at 8 o'clock. At 11 o'clock Mass of the Pre-Sanctified His Grace the Archbishop will preside. Solemn chanting of the Passion according to St. John. Stations of the Cross and Sermon on the Passion at 5 p.m. Office of Tenebrae at 7.30 p.m. His Grace will preside. Sermon on the Passion after Tenebrae.
HOLY SATURDAY—The Ceremonies begin at 8 o'clock a.m. High Mass about 9 o'clock.

CORPORATION OF DUBLIN.
NOTICE BY ADVERTISEMENT PURSUANT TO THE BOROUGH FUNDS (IRELAND) ACT, 1888.
Notice is hereby given, pursuant to the provisions of the Borough Funds (Ireland) Act, 1888, that a Special Meeting of the Municipal Council of the City of Dublin, being the Governing body of the City and Borough of Dublin, will be held in the Oak Room, Mansion House, at 4 o'clock in the afternoon, on Monday, 28th day of April, 1924, to consider, and if approved, adopt a resolution in the following or similar terms:—
That this Council hereby resolves to oppose the Dublin United Tramways Company (1896), Limited, Bill, notice of the promotion of which in the present Session of the Oireachtas has been given:
That all the expenses incidental to the opposition to, or approval of the measure, be defrayed out of the Borough Fund and Borough Rate, Improvement Fund, and Improvement Rate and other funds and rates of the Borough, as the Council shall determine:
And that the Town Clerk be, and he is hereby authorised to affix the City Seal, to any necessary document, for the purposes of such opposition or approval.
JOHN J. MURPHY, Town Clerk.
Town Clerk's Office, Exchange Buildings, Lord Edward street, Dublin.
12th April, 1924. K.A.A.

THE CORPORATION OF ACCOUNTANTS, LIMITED (Incorporated 1891).
CORPORATE ACCOUNTANTS' EXAMINATIONS.
The next EXAMINATIONS of the CORPORATION OF ACCOUNTANTS, for the PRELIMINARY, INTERMEDIATE and FINAL, will be held in DUBLIN, beginning on second Tuesday in JUNE, 1924.
Candidates wishing to present themselves must make application before the first day of May, at the same time remitting fees.
Particulars may be had from Mr. ROBERT R. LIVINGSTON, F.C.R.A., 1 and 2 WESTMORELAND STREET, DUBLIN, or at the Registered Office.
55 West Regent street, Glasgow. JAS. MARTIN, Secretary.
10th April, 1924.

The Public is cordially invited to
A FREE LECTURE ON CHRISTIAN SCIENCE,
Under the Auspices of Second Church of Christ, Scientist, Dublin, which will be delivered by
DR. WALTON HUBBARD, C.S.B. (Of Los Angeles, California),
Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts, U.S.A.
IN THE TOWN HALL, RATHMINES, FRIDAY, 9th MAY, AT 8 P.M.
No Tickets required.....Doors open 7.30 p.m.

IRISH OLYMPIC FUND.
The Irish Olympic Council beg to acknowledge with thanks the receipt of the undermentioned subscriptions:—

	BRYAN MAHON, W. R. E. MURPHY, Hon. Treas.	
Already acknowledged	£121	5 6
General Sir Bryan Mahon	10	0 0
F. Benning, Esq., K.C.	5	5 0
Right Hon. the Lord Mayor	5	0 0
"A Northern Wellwisher"	5	0 0
J. J. Keane, Esq.	3	3 0
Senator James Moran	3	3 0
H. S. Guinness, Esq.	3	3 0
H. Maunsell, Esq.	3	3 0
Edward Bohane, Esq.	3	3 0
William McGinlay, Esq.	2	12 0
J. Beckett, Esq., M.D.	1	1 0
Sir John Lumsden	1	1 0
P. D. Breen, Esq.	1	1 0
T. W. Mirphy, Esq.	1	1 0
P. J. Smyth, Esq.	1	1 0
George Brett, Esq.	0	10 0
	£171	19 0

Subscriptions may be sent to HON. TREASURERS, Irish Olympic Council, Lower Castle Yard, Dublin.

LIFE-BOAT INSTITUTION.
THE CENTENARY FUND.
ADDITIONAL DONATIONS RECEIVED.

Messrs. Arthur Guinness and Co., Ltd.	£50 0
Major Arthur Whewell	5 5 0
George Jameson, Raheny	5 0 0
Richard H. Shell	5 0 0
John Lumsden	1 1 0
Lady Serda Kaye	1 0 0
Col. G. Hughes	1 0 0
Mrs. Finegan, per the *Independent*	1 0 0
Sir Simon Maddock, D.L.	1 0 0
J. M. Calvert	0 10 6
George H. Brett	0 10 6

NEW ANNUAL SUBSCRIPTIONS.

Captain S. G. Murray	1 1 0
Wm. Rochfort, F.S.I.	1 0 0

I shall be pleased to acknowledge all further donations and subscriptions that may be sent to me.
ANDREW JAMESON, Chairman Dublin Branch, 110a Grafton street.

HIBERNIAN BAND OF HOPE UNION.
MAY MUSICAL FESTIVAL,
MAY 3rd, 1924.
DATE OF COMPETITION—APRIL 26th.
ENTRIES CLOSE ON 15th INST.
Entry Forms and all particulars may be obtained at the Union, Harrow's Chambers, 16 South Frederick street.

THE GOVERNORS OF THE SCHOOLS FOUNDED BY ERASMUS SMITH, ESQ.
VALUABLE FIRST AND SECOND CLASS BOARDING SCHOLARSHIPS
For Boys under 14 years of age on 1st June, 1924, tenable for three years, at their Grammar Schools. Examination for above will be held (D.V.) On the 3rd and 4th of JUNE NEXT.
Entrance Forms must be lodged with the Registrar on or before the 10th of May next.
Entrance Forms and full particulars may be had on application to ARTHUR L. R. MOORE, Registrar, 40 Harcourt street, DUBLIN.

(FOR OTHER PUBLIC NOTICES, SEE PAGE 4.)

ALIENS AND FREE STATE CITIZENS.

Colonel Sir Charles Edward Yate, having asked the Home Secretary, whether the Government recognises aliens who have become, or may become, citizens of the Irish Free State, and who come subsequently to reside in Great Britain, as British subjects, without naturalisation, and, if not, what steps the British Government proposes to take in the matter:

Mr. Henderson writes:—The answer to the first part of the question is in the negative, and as to the second part I can only refer the hon. and gallant baronet to my answer to him last week. There are no steps for the Government to take.

RINGS
Of the Finest Quality and in all the Newest Shapes
PEARL NECKLETS,
Beautifully Graded and perfectly Matched for Colour.
BEAD NECKLETS,
In JADE, CORNELIAN, AMBER, and IVORY.
WEST & SON,
GRAFTON HOUSE,
102 & 103 GRAFTON STREET, DUBLIN.

J. W. ELVERY & CO., LTD.
FOR EASTER HOLIDAYS.
ATTACHE CASES.
FIBRE, 3/9, 4/6, 5/6, 6/6.
LEATHER, 8/6, 10/6, 12/6 to 27/6.
SUIT CASES.
Nut Colour Hide, Brass Locks, Leather Handles, With Corners.

22 inch	33/6	22 inch	37/6
24 "	35/-	24 "	42/-
26 "	37/6	26 "	45/-

VISIT CASES GREEN CANVAS.

22 inch	37/6
24 "	42/-
26 "	45/-

FIBRE, 15/6, 17/6, 18/6.
HAT BOXES, CABIN TRUNKS, RUG STRAPS, HOLDALLS, BLOUSE CASES, etc., etc.
ELEPHANT HOUSE, DUBLIN.
45 & 46 LR. O'CONNELL ST.
76 MIDDLE ABBEY ST.
54 NASSAU ST.
65 DAWSON ST.
ALSO AT CORK and LONDON.

MUSIC.
It is often the more elderly who bring to our notice the exquisite pleasure to be derived from good music, so with good clothes—the best dressed men in Dublin are to be found amongst those approaching middle age; they have lived long enough to learn that to be well dressed acts as a tonic to the mind. Why wait till you are old? Light, summer-like clothes often help one to catch that light-hearted mood that banishes care and makes life so much more worth the living.
The world's most beautiful Suitings, 3 to 12 GNS.
Handicraft Tailored on the Premises. Why wait till the year is middle-aged or old? Call and see your tailor now.
THOMPSON'S,
TAILORS FOR THREE GENERATIONS.
8 Westmoreland street. 'Phone 2030, Dublin.

WARM YOUR HOME
WITH MAXIMUM EFFICIENCY AND SMALL FUEL CONSUMPTION.
MAGUIRE & GATCHELL, LTD.
CENTRAL STORES AND FACTORY,
7-15 DAWSON STREET, DUBLIN

NEW CHURCH TO OUR LADY OF LOURDES,
LR. GLOUCESTER STREET, DUBLIN.
A temporary Edifice has been erected on the site secured for the New Church, which it badly needed in this locality.
It is already crowded, and the Shrine has aroused a deep spirit of Devotion to Our Lady of Lourdes, with most beneficial results among the people.
The Accommodation afforded by the Temporary Structure is inadequate. The Administrator strongly appeals to the Catholics of Dublin and of Ireland for the means to undertake the building of the New Church. The district being one of the most densely populated and poorest in the city, little pecuniary aid can be expected from it.
The Holy Sacrifice of the Mass will be offered EACH WEEK for Subscribers.
Subscriptions will be thankfully received by any of the Clergy, or by
Very Rev. JOHN FLANAGAN Adm., 85 Marlborough street, Dublin.

KENNEDY'S BREAD.
FINEST QUALITY MADE.
BAKERIES:
127 & 128 GREAT BRITAIN ST.
AND
ST. PATRICK'S BAKERY, DUBLIN.

IRISH FREE STATE WHOLESALE HOUSE REQUIRE TEA TRAVELLER FOR WEST OF IRELAND AND MIDLANDS.
Full particulars to NO. 2324, THIS OFFICE.

PARLIAMENTARY NOTICES.

PARLIAMENTARY NOTICE.
IN THE OIREACHTAS
IN THE YEAR 1924 (SPRING 1924
PHARMACEUTICAL).
To authorise the Apothecaries Hall, Dublin, to vary the style or qualification of licentiate of the Apothecaries Hall, Dublin, and for other purposes.
NOTICE is hereby given that the Apothecaries Hall, Dublin, intends to apply to the Oireachtas in the present year for leave to bring in a Bill for the following main objects:—
1. To enable the Court of Examiners meaning thereby the examiners of the Apothecaries Hall, Dublin, acting in accordance with the provisions of the Act of 1791 and the Medical Act 1886 to grant to every person who has since the year 1891 passed or shall hereafter pass a qualifying examination in Medicine, surgery and midwifery, duly held by the Apothecaries Hall, Dublin, in combination with another Medical Corporation or a University or with the assistance of examiners appointed by the General Council in accordance with the requirements of the Medical Act 1886 and any Act amending the same the qualification of licentiate in medicine and surgery of the Apothecaries Hall, Dublin, in lieu and stead of "Licentiate of the Apothecaries Hall, Dublin."
2. To enable every person who at the passing of this Act has passed such qualifying examination as aforesaid to apply to the Apothecaries Hall, Dublin, or the said court of examiners upon payment of such fee as the Apothecaries Hall, Dublin, may prescribe, to admit such person by the said Apothecaries Hall, Dublin, or the said Court of Examiners, to a certificate or diploma conferring upon him the qualification of Licentiate in Medicine and Surgery of the Apothecaries Hall, Dublin.
3. To enable the Registrar of such qualification of licentiate in medicine and surgery of the Apothecaries Hall, Dublin, to apply to the Registrar of the Branch Council of the General Medical Council in Saorstat Eireann and to enable the Registrar of such Branch Council upon production of such certificate or diploma as aforesaid and on payment of the fee prescribed or to be prescribed by the General Medical Council to enter such qualification in the Registrar of such Branch Council as his or her qualification or additional qualification for registration under the Medical Acts.
On or before the 23rd day of April 1924 Printed Copies of the proposed Bill will be deposited in the Private Bill Office of the Oireachtas and Copies may be obtained at a price of two shillings in the Office of the aforementioned Solicitors and Parliamentary Agents.
Dated 11th day of April, 1924.
B. BURKE KENNEDY, Governor.
HENRY W. MASON, JOHN SHEPPARD, P. DELANY.
THOMAS G. McGRATH, Hon. Sec.
CASEY, CLAY and COLLINS, 21 Saint Andrew street, Dublin, Solicitors and Parliamentary Agents.

BELFAST MUSICAL COMPETITIONS.
The Belfast Musical Competitions concluded yesterday. The following awards were made: Violin Solo, Juniors, 1st prize, Miss Jean M. Best, Newry; 2nd, Miss Joan Trimble, Enniskillen; 3, Miss Jenny Montgomery, Belfast. Intermediate Violin Solo, 1st prize, Miss Mary B. Kirkpatrick, Belfast; 2nd, Miss Casey McCartney, Carrickfergus; 3rd, Mr. Norman C. Graham, Lisburn. Viola Solo, 1st prize, Mrs. J. Stewart Thompson, Ballymoney; 2nd, Miss Edith Forrest, Belfast. Miss Gladys Crampton, Dublin, was awarded a bronze medal for sight-reading (violin).

The Irish Times.
SATURDAY, APRIL 12, 1924.

NEWS SUMMARY.

IRELAND.

Last night Mr. Layton delivered the last of his series of lectures on national and international finance before a large gathering of business-men in the Royal College of Surgeons, Dublin. The subject of the concluding lecture was currency policy.—(Page 8.)

Belfast Corporation yesterday approved the appointment of Mr. William George Davies, architect to the education authority of Essex County Council, as architect to the education authority of Belfast.—(Page 5.)

The Railway Bill received a second reading in the *Dail* yesterday. A feature of the debate was an attack on the business community by President Cosgrave.—(Page 7.)

GREAT BRITAIN.

The House of Commons yesterday gave a second reading to Sir Kingsley Wood's Summer Time Bill.—(Page 6.)

Southampton shipyard workers on strike persist in ignoring the orders of their union to return to work, and the lock-out accordingly became effective last night.—(Page 7.)

Yesterday Mr. Wheatley, Minister of Health, opened the Building Exhibition at Olympia.—(Page 8.)

ABROAD.

The Reparation Commission has approved the proposals of the Committees of Experts, but that does not deprive the countries concerned of the right to amend them.—(Page 7.)

A column to the memory of Lord Byron will be unveiled at Ithaca on April 19, the centenary of the poet's death.—(Page 7.)

SPORTING.

At Newbury yesterday Green Fire won the Greenham Three-Year-Old Plate.—(Page 10.)

At Bogside King Solitude won the West of Scotland Steeplechase Handicap.—(Page 10.)

FINANCIAL.

The London Stock Markets were very idle, but the undertone was good.—(Page 11.)

Treasury bills went off at over 3 p.c., and loanable credits in Lombard street were more plentiful. The exchanges were slightly weaker.—(Page 11.)

In Dublin National Loan fell 1 to 96. There was a sharp fall in Dundalk and Newry Steam to 81s. 3d.—(Page 11.)

"Antique Furniture."

The Free State Railways Bill passed its second reading in *Dail Eireann* yesterday by forty-three votes to fifteen. The Farmers' Party supported the *Cumann na nGaedheal*, and the opposition came from the Labour Party and the Independents, who voted against the measure on diametrically opposite grounds. In introducing the Bill, President Cosgrave made a very able speech; but we fear that in his reply to the debate his enthusiasm for his project caused him to lapse from that high tone of dignified courtesy to which the *Dail* has been accustomed in his utterances. He made what we must regard as a most regrettable and unwarranted attack on the business-men of the Free State. The Business Party in the *Dail* had opposed the Bill, not in any spirit of captious criticism, but on grounds of ordinary commercial common-sense; and its attitude, apparently, was resented so strongly by the President that he made some remarkable—one almost might say fantastic—charges against the whole business community. We have, declared Mr. Cosgrave, some peculiar specimens of antique furniture in the shape of business-men, from whose attitude one almost might imagine that their business was something of which to be proud. These men, he asserted, were responsible more than any other class for the disorders in the Free State during recent years, and the fact that there were about 80,000 unemployed in the country was sufficient commentary on the value of their business capacity. If the present Bill did not succeed, added the President, the Government would take further steps, "whether the antique furniture approve of them or not." He also made veiled insinuations in regard to certain "influences" which, he alleged, were working against the Bill, and accused the members of the business community generally of a complete lack of confidence in their fellow-countrymen.

It is difficult to believe that the President was serious in his remarks about the business-men. One of the most remarkable and encouraging features of the post-revolutionary period in Ireland was the whole-hearted manner in which the commercial community threw in its lot with the Free State. Business-men played a leading part in the arrangement of the truce in July, 1921; they helped to secure the London Treaty, and when the Free State came into being they did everything in their power to establish its success. As a class, the business-men of the South were mainly Unionists in the old days; yet they did not hesitate to give their loyal allegiance to the Free State, and to put their brains, their experience and their wealth at its disposal. When the National Loan was launched last November the Minister for Finance addressed the Dublin Chamber of Commerce as follows:—

"I simply want to say that, as one person holding responsible office in the Government, I appreciate very much the good-will that has been shown by the commercial community. . . . It is clear that the commercial community is going to do its share in bearing the burden of having the public administration in this country right and good. It is clear that the commercial community is going to be very active in looking after its own interests, not in any narrow selfish way, but in a big, generous, public-spirited way."

This tribute was paid by Mr. Blythe to the men whom President Cosgrave now accuses of being largely responsible for the Free State's disorders; and since that speech was made the business-men of the Free State justified the confidence of the Government by their magnificent support of the Loan. But for them the Loan could not have succeeded, and nobody knows that fact better than President Cosgrave. They neither desire nor ask for thanks for the work which they have done, and are doing; they are serving Ireland now as they have served her in the past, and will continue to serve her in the future, without display, and inspired only by motives of practical patriotism. They are no more infallible than the Government is infallible; but surely they are entitled to expect from President Cosgrave and his Ministers that common justice which is every citizen's right.

Byron.

Byron, the lion of his age, in literature and in life alike the most talked-of man of his time, stands in the world's eye once again in this the hundredth year since his death. Scholars have assessed his poetry afresh, and found it precious still; books have been printed and lectures given in his honour; and a free Greece has saluted the memory of its English liberator. We who are old enough to have seen in our youth the subsiding Byronic enthusiasm have seen a generation rise to whom Byron was but author of a few pieces in the anthologies—for it is ever the fate of exaggerated popularity to result in such reaction—but now we see with pleasure a revival of interest in that stormy and splendid genius, and the "Centenary habit" is justified once again. The faults of Byron's poetry are as obvious as the faults of the man himself. He belonged to an age of giants. Men thought largely in his days, and, if they had laboured like lapidaries at every phrase, they would have had no time for those great designs—his own "Don Juan" and Scott's novels, for example—in which we see the spacious world of their imaginings. The strong freedom of their style yielded many a passage tedious to an age that must be for ever excited and holds that what is not febrile is bad; but in their rapid writing and art-forgetting art they could rise to heights of vivid intensity, where occasion offered, that no mere painful phrasing could even mimic. What decadent weigher of words could give us the blood-stirring outcry at the scene of Marathon, the subtle human comedy of Nigel's Stewart King, or Shelley's demonic visions of the second Hellas? The revival of interest in Byron, then, may argue our age of a finicking worship of syllables and teach a new regard for the matter of poetry. He was not the greatest among the giants of his time; but he was of their company. He was a true poet. The fuel that fed the fires of his genius was none too clean—that is no concern of the lover of poetry—but the verses forged in those fires are of a bright and a true metal. It is a noble emotion that shines in his lyrics, and it is a mean soul that does not respond. The business of poetry is to heighten our sensibilities and make our perceptions more vital; and that Byron was a poet, if it needed proof, would be proved by our feeling, as we lay his poems down, that in his days the moon shone more brightly than now, the world was wider; that life moved with a more reckless intensity, sorrows were sharper, and joys more heady.

Byron's centenary is not notable only because it has sent readers back to his verses, turned the ears of a new generation to the voice of his mortal sorrows, and stirred fresh sympathies with his spiritual hungerings; it is a centenary that would be celebrated with the salute of cannon even if those verses had never been written. The liberator of Greece is celebrated, and the laurels of Byron the hero make pure the brows of Byron the man. At Missolonghi he died like a Crusader; and since his death, and by his inspiration, the holy places of scholarship have been restored to the sacred rule of freedom. That this mad English lord should end his days in a fantastic enterprise, seeking the restoration of a fallen nation, is not altogether wonderful if we have historic vision to perceive what Greece meant to the men of his generation. What Jerusalem was to religion Greece was to learning; the deeds transacted there in the far past were part of the island tradition not less than battles fought upon our own soil. Homer was quoted more often in London and Dublin than any Celtic or Teutonic ancient. Scholarship taught a European citizenship, and a Byron or a Shelley counted the letters, the fame and the thought of Greece part of his own intellectual heritage. To a Byron it was outrageous that the soil on which the Western intellect won its battle for freedom, where Marathon was fought and Sappho sang, should fall to the uncreative domination of the Asiatic. When he dreamed that Greece might yet be free" he was not playing at Greek nationality; he had been a citizen of Greece's intellectual empire ever since he conned his Greek accidence. For Greece he laboured; for Europe he died. He will be for ever remembered with Raymond and Godfrey, with the Sobieskis, and with another and a nobler Don Juan.

A Great Work.

The report of the work done by the Joint Committee and Sub-Committees of the British Red Cross and Order of St. John in the Irish Free State during 1923 bears eloquent testimony of useful service to victims of the Great War and the poorest classes of the community. During the past year the Red Cross Emergency Help Committee assisted 1,611 ex-Service men, suffering from sickness or disablement due to the war, at a cost of £4,586. Sixty grants and loans, amounting to £190, were made to men who lost limbs, and nearly 52,000 treatments were given to officers and men, making a total of 172,521 treatments, since the inception of the Society in 1920. The Dublin Branch of the British Red Cross Society distributed cigarettes, tobacco and other comforts to ex-Service patients in Dublin hospitals and gave monetary assistance in thirty-four cases when serious emergencies threatened ex-Service men or their families. The Society also clothed three hundred and fifty children during the year. The Dublin Branch of St. John Ambulance Brigade worked almost exclusively among the poorest members of the civilian population of the city. Apart from lectures and instructional courses in medical and sanitary subjects, 596 visits were paid and food and clothing to the value of £81 were distributed. Two first aid huts in Dublin attended to the needs of over thirteen hundred victims of street accidents or sudden illness. The Committee allocated a sum of £500 for the distribution of insulin to patients in Dublin hospitals who could not afford to pay for it. This fund stands in need of financial support from the public. The two affiliated societies can make a strong claim, based on the excellent work which they have done in the past and the wide field which they cover. Their service and their needs should not be forgotten, because they have laboured without ostentation or self-advertisement.

The Need for Houses.

Mr.

RAILWAY BILL DEBATE.

PRESIDENT'S ATTACK ON BUSINESS MEN.

"ANTIQUE FURNITURE."

WHY GOVERNMENT REJECTED ALTERNATIVE PLAN.

EFFECT ON BORDER PROBLEM.

AN extraordinary attack upon the business community and its representatives was made by President Cosgrave in the Dail yesterday, when the motion for the second reading of the Railway Bill was carried by 43 votes against 15.

Mr. William Hewat and Mr. John Good criticised the Bill keenly, but not unfairly. They contended that neither the business community, which included the proprietors of the railways, nor the general public, wanted it; that it would disturb trade and give no relief from the present high freights; and that it would tend to make partition permanent.

Mr. Thomas Johnson attacked the Bill with the same vigour, but on entirely different grounds. His main point was that it gave too much to the shareholders. Mr. Gorey, on behalf of the Farmers' Party, gave it unenthusiastic support.

President Cosgrave gave reasoned replies to the arguments of Mr. Johnson and his followers, but when he dealt with the arguments of Messrs. Hewat and Good his tone changed.

He was "amused and amazed," he said, "at the peculiar specimens of antique furniture we have in the shape of business men." He asserted that the business men were responsible more than any other class for the disorders in the Free State during recent years; that they had no confidence in their fellow-countrymen; and that their attitude towards the Railway Bill was dictated by none outside "influence," which he did not define.

PLAN OUTLINED BY THE PRESIDENT.

President Cosgrave, in the Dail yesterday afternoon, made a long statement in moving the second reading of the Railways Bill. He pointed out that the subject of railway organisation had been under constant consideration for over a year, and the solution embodied in the bill was the result of long and patient examination.

He referred to the White Paper containing particulars of the capital and net earned income of the railways included in the bill for the period beginning 1909, which indicate the fluctuations over a long period of years in the earnings of the railway companies.

"It will be seen," he continued, "that from 1909 to 1913 the annual net earned income rose constantly. The 1913 figure is the peak figure, and it has not been reached since. British Government control covered the period from January, 1917, to August, 1921, and since that date the annual net receipts have fallen very considerably below the 1913 figure.

"The main cause of the fall was, of course, the damage and destruction during the times of trouble; this cannot be denied, and it is the fact that since British Government control ceased the railway companies have not had a normal year. For the payment of the usual dividends in 1922, and, to a less extent, in 1923, the sums paid to the companies by the British Government in compensation for control have had, in some cases, to be drawn on, and there is not very much of those sums left.

INCREASED EXPENSES.

"It is impossible at present to say what the annual net revenue of the companies would be in a normal year. But the results of 1922 and 1923, even when full allowance is made for reductions in traffic and losses due to damage and destruction, are such as to raise doubts whether the railway system, unless radically re-organised, could with reasonable charges yield its shareholders the returns they received in the past. Working expenses have increased enormously since 1915, and the efforts made to reduce them in recent years have, for one cause or another, not produced great results.

"It is true, of course, that the rise in working expenses has been accompanied by a very considerable increase in freights, but the possibilities of recoupment in this way have obvious limitations. Diminished traffic must ultimately result from increases in rates, and, in any event, it is universally agreed that the present level of railway rates in this country is unbearable. Rates must be substantially reduced, but some doubts have been expressed as to how far this can be done with justice to the interests of railway stockholders."

BARONIAL RAILWAYS.

Turning now to the baronially guaranteed railways, the President said that the the baronies in which these railways are situated are at law liable for a guarantee of the dividends on the paid-up share capital and also for any losses on working that the lines may incur.

"The total amount necessary to pay dividends on the paid-up share capital is £50,648. Of this amount the Southern and Western Company guarantees £1,960 per annum in respect of the Tuam and Claremorris Line. The remainder, viz., £48,688, is a liability of the baronies subject to their right to recover from the Treasury an amount equal to one-half of what they pay under their guarantee up to a maximum of 2 per cent. on the capital of the railways. Translated into figures this means, as shown in the table, that the Treasury has a maximum liability of £20,563 and the baronies of £28,102 per annum.

"In 1915 neither party had to meet its maximum liability. Some of the lines made a profit and the liability of the baronies in that year amounted only to £21,298. This sum was subsequently reduced by some £6,500 received from the local taxation account under a provision in the Local Government Act, 1923, whereby that account is made available for relief of the railway rate to the extent of one-half of the amount by which that rate exceeds 6d. in the £.

WORKING LOSS.

"During British control the baronies generally were not called on to pay more than they paid in 1913, and it would not be easy to determine what the results of working the baronial lines were under control.

"Since control ceased in 1921 the position has been very different. The group of baronial railways mentioned in the table actually made a working loss of approximately £107,000 in 1922. According to the law, therefore, the baronies were liable in 1922, not only for their maximum contributions to dividends, viz., £28,102, but also for a further £107,000 to meet losses in working. 1922 was, of course, an abnormal year, and in 1923 the loss on working fell to approximately £30,000.

"But even in that year it will be seen that the liabilities of the baronies were nearly four times as great as their actual net payments in 1913."

The President pointed out that the baronies have not been asked to meet these liabilities, and that the lines had kept open by the amounts received as compensation for control from the British Government. These amounts, however, were approaching exhaustion, and under the present system some lines could not go on much longer.

TWO MAIN POINTS. TOO MANY INDEPENDENT MANAGEMENTS.

"The essential features of the problem, therefore, are these:

The main line system in its present form is doubtfully remunerative, even with rates much higher than the trade of the country can bear.

The smaller lines have no prospect of continuing except by imposing burdens on the baronies which the baronies could not reasonably be asked to sustain.

"Fortunately, it is a problem on which much light has been thrown by Commissions, which all arrived at one agreed conclusion: that the Irish railway system was the victim of too many independent managements, and that it plainly needed concentration of control.

"It has often been remarked that the mileage of the whole railway system of Ireland does not amount to that of one of the old trunk line systems in Great Britain before 1921, in which year much larger groups were formed, and the task of managing the whole of the Irish system has, with some exaggeration, been represented as a light and agreeable part-time occupation.

"At the beginning of our investigations it was left to the main line companies to submit proposals with regard to the elimination of redundant managements.

"From the outset the Government indicated that it was not prepared to force on any of the lines operating both in the Saorstat and the six counties any arbitrary divisions of their undertakings at the boundary. Had these lines voluntarily made proposals for re-organisation (namely, with the public interest of the Saorstat, the Government was fully prepared to give them every consideration.

"INEVITABLE UNITY."

"But it was, and is, convinced that any proposal to divide those undertakings into two parts at the present boundary, involving, as it would, the formation of two new companies, one in the Saorstat and one in Northern Ireland, with all the complications of a re-valuation of shares and division of stock and equipment, and another adjustment all over again when the boundary is finally determined—involving, possibly, when Ireland attains to her inevitable unity, the entire reversal of all those adjustments—would neither be good business, good politics, nor good sense.

"None of these companies have come forward with any proposal to alter their present position, and under the circumstances that exist to-day the Government does not intend that they should be forced to adopt such a proposal. It is not in any sense necessary to a sound re-organisation scheme for the railways situated wholly within the Saorstat.

PROVISIONAL AGREEMENT.

"After a number of months the discussions between the companies bore some fruit. A provisional agreement was arrived at between

The Great Southern and Western Company, The Midland Great Western Company, and The Dublin, Wicklow and Wexford Company,

for amalgamation, and they were joined shortly afterwards by the Cork and Macroom Company and the Cork, Blackrock and Passage.

"Accepting the view that companies crossing the boundary could not at present be amalgamated with the companies wholly in the Saorstat, this provisional agreement provided for all the larger companies of the Saorstat except the Dublin and South-Eastern Company.

"The Dublin and South-Eastern Company made itself responsible for a wholly different scheme based on wholly different principles. The Government, after close and careful examination, decided that there were many good reasons in favour of and no convincing reason against amalgamating the Dublin and South-Eastern with all the other Saorstat companies.

REDUCED RATES.

"Thus, with the Dublin and South-Eastern Company alone objecting, a scheme of unification was approved. The primary object of re-organisation is a reduction in railway rates, and the best prospect of securing this object, consistently with a fair deal for railway shareholders, is by eliminating all waste and overlapping. The greater the number of units concentrated under one control the greater the possible economies.

"Moreover, the main lines had to become responsible for the Baronial lines, and, whatever benefit this might mean, would obviously be lightened by placing it on as many shoulders as possible. No Saorstat line could be left out of the unified undertaking if it was to take its fair share of responsibility for the Baronial lines, and, at the same time, by sharing in economies, brought as to a maximum by having the largest possible area for their operation, to give its users the benefit of the greatest possible reductions in rates.

"To leave out the Dublin and South-Eastern line, for instance, would mean that the other main lines became responsible for its proper share of the Baronial lines, though under the provisions of the bill that is a small matter. The more serious objection is that the Dublin and South-Eastern would then not be one inch advanced towards any possible reductions in its rates below their present level.

DUBLIN AND S.E.R. ALTERNATIVE SCHEME TO UNIFICATION.

"I have said that an alternative proposal was put forward through the Dublin and South-Eastern Company. It is remarkable that only one alternative to unification has been put forward after the many months given to examining the question, and deputies will, therefore, have only two such schemes between which to decide. The alternative proposal was as follows:—

1.—The Dublin and South-Eastern and Midland Great Western were to amalgamate, and the Great Northern line so far as Dundalk was to be joined with this group. If the Midland Great Western was committee to the Great Southern (as was the case), the group was then to consist of the Dublin and South-Eastern and Great Northern to Dundalk.

2.—Running powers were to be arranged (it has never been explained how or with whose) over the Great Northern from Dundalk to Derry or other connection with the Donegal Railways.

3.—The group was to exercise running powers from Waterford to Limerick and Cork.

4.—The other companies in the Saorstat were to be formed into a second group.

5.—To round off the scheme, the possibility of a railway from Sligo to Bundoran to Belfast was admitted in vague terms.

"So far as legislation in the Saorstat could bring this scheme about, it reduced itself to a group consisting of the Dublin and South-Eastern and the Great Northern up to the boundary, competing with the second group for traffic at Limerick and Cork.

"This scheme has not secured the approval or, indeed, the serious consideration of any grouping scheme has been devised. Competition, in any real sense, for local traffic could not be provided by the existing railways, and to secure it new lines would have to be constructed at a very large cost.

CROSS-CHANNEL TRAFFIC.

"Suppose the Government were to accept the view that the proper method for reorganising the Irish railways was to adopt this scheme for creating an intensified competition for cross-Channel traffic, what would be the result? Someone would have to spend large sums of money on doubling and strengthening the South-Eastern line and the Waterford to Limerick line. Else the competition would not be effective; the Dublin and South-Eastern Company to-day has the right to run over the Waterford-Limerick line, but it prefers to the exercise of that right a payment of considerably less than £3,000 a year. How would a return on this great expenditure be obtained?

THE TWO GROUPS. FEARS THAT LOCAL TRAFFIC WOULD SUFFER.

"Not, obviously, from cross-Channel traffic; that is to be carried at reduced competitive rates. Local traffic, for which there is little or no competition, would have to pay—and pay through greatly increased rates, the present charges being barely sufficient to yield the ordinary dividends, and a great deal of fresh capital having by hypothesis been spent on which a return must be obtained. The disparity between through and local rates, which is already a grievance of Irish manufacturers, would be immensely increased.

"And what of the other group in the meantime? It is general knowledge that some of the most serious difficulties of the Irish railway companies arise from the fact that substantial centres of traffic are widely distant, that the companies have long hauls, with little opportunity to add to their revenue *en route*; in short, that there is barely sufficient traffic to go round.

"If, therefore, one of the two groups proposed in this scheme succeeded in abstracting any substantial quantity of traffic from the other, that other would be left with a business reduced below the existing remunerative minimum, and (if it did not sell itself to its victorious competitor) would have to make large additions to its rates in order to keep its head above water.

ENGLISH BENEFICENCE.

"Such additions, presumably, could not be put on to the competitive cross-Channel traffic, and would have to be borne entirely by the rates for local traffic. I should add that the Dublin and South-Eastern group does not propose to take any responsibility for the baronial lines—the other group is to take the whole of it.

"The only remedy I have heard suggested for the obvious defects in this scheme is that they should be left vaguely for the beneficence of the big English companies to remedy. We are to depend on the spending by the English companies of large sums of money in competing against each other for cross-Channel traffic, while internal traffic, like Cinderella, humbly awaits the appearance, some time or another, of a fairy godmother.

"Now, the English companies have done a great deal for Irish trade, and they are rich and powerful corporations. Their continued services are of great importance to Irish trade, and I was gratified to notice statements recently made in London indicating that those services would continue and be developed. There is nothing in this bill to discourage the English companies. Their present position is maintained and protected by it.

BRITISH RESTRICTIONS.

"All the agreements and arrangements on the faith of which they have incurred expenditure on their Irish services remain entirely unaltered; they have ample scope for new agreements in the future. It would, however, be expecting too much of them that they should plunge into a large and unremunerative expenditure on our account, and, even if they were inclined to do so, the British Railways Act of 1921 contains stringent checks on any such inclination.

"The British Rates Tribunal will see that British railway companies do not engage in any such orgy of uneconomic expenditure as the Dublin and South-Eastern would have us rely on. No Irish Government could seriously propound as a scheme of reorganisation for the Irish railways their being dangled as a prize before rival English companies interested in the development of one side only of our railway service.

"We can ensure the due development of that side without leaving the future of the other to chance. By making the most, under Irish control, of our existing system in the way provided for in this bill, we leave ample scope for future competition at the ports in cross-Channel traffic; but such competition will be concentrated at the ports, and not disorganise or complicate the internal economy of our transport system.

"OVERRATED COMPETITION."

"On this subject of competition there are one or two questions you would like to give to the Dail. In a book on the Irish railways written by a gentleman who has held, and still holds, a very responsible position in the railway world—and who must have listened on a recent occasion to statements which I now make—I find this:—

> The advantages of railway competition in Ireland are greatly overrated by the public. From the nature of things, it is physically impossible that effective railway competition should exist in Ireland, except between a very few favoured pairs of places. Moreover, competition is, in most places, only a temporary expedient, and the keener it is the stronger the inducement to bring it to an end by compromise. Railway managers, if they are wise, will be constantly on the lookout for opportunities for terminating antagonism at competing points by some sort of mutual arrangement.

That does not encourage us to leave everything to competition between the big English companies.

THE SCOTTER COMMISSION.

In the 1910 report of the Scotter Commission, perhaps the most expert of all the Commissions that have considered the Irish

(Continued on Page 8, Column 2.)

RESULT OF MINERS' BALLOT.

A COURT OF INQUIRY.

BY OUR LABOUR CORRESPONDENT.

LONDON, Friday.

As was expected, the miners' ballot gave a small majority for the rejection of the owners' terms, and the Government has been requested to set up a Court of Inquiry into Wages. The Minister of Labour has agreed to institute an inquiry with the least possible delay.

The ballot figures were announced officially to-day as follows:—

For Rejection and an Inquiry	**338,850**
For Acceptance	**322,392**
Majority for Rejection	**16,258**

When the result became known, the Executive of the Federation had an interview with Mr. Shinwell, Secretary for Mines, and subsequently it was announced that the Minister of Labour had decided, on the advice of Mr. Shinwell, to institute the inquiry.

The Miners' Federation desires that the Court shall investigate the wage conditions in relation to the earnings in 1914, the cost-of-living index figure, and the wages in other industries.

The owners suggested, during the negotiations, that there should be an inquiry into the ability of the coal industry, in the various districts, to meet the demands of the men.

The reference to the Court will probably cover all these grounds.

LOCK-OUT IN THE SHIPYARDS.

TRADE UNION ORDERS IGNORED.

FROM OUR OWN CORRESPONDENT.

LONDON, Friday.

The Shipbuilding Employers' Federation announced to-day that the national lock-out notices would take effect to-night, in view of the continued refusal of the Southampton strikers to return to work.

The notices affecting the shipwrights and drillers have been withdrawn owing to the expulsion of the Southampton shipwrights from their union. The employers stated to-day that if other union members go back to work the notices will be withdrawn accordingly.

Determined efforts were made by pickets at Southampton to-day to prevent any resumption of work, but it was reported that about 300 men gained admission to the yards. Other men boarded the Mauretania, repairs to which have been stopped during the strike, and this vessel left for Cherbourg, where the necessary work will be carried out.

The strike movement gained its impetus mainly from the fact that the important repairs on the Mauretania and other vessels would be prevented. The only effect has been to delay the work, and the result to the port has been a loss of employment, which will be felt for many months. The strike has also affected adversely relations between the Southampton men and their union officials, and has led to a partial lock-out in all the shipyards of the country at a time when the unions needed the whole of their strength for bargaining on the general wage increase claim, which the employers refuse to discuss until the Southampton trouble is settled.

The lock-out affects engineers, woodworkers and furnishers, painters and decorators, blacksmiths, braziers, coppersmiths, electricians, plumbers, and other groups of craftsmen, as well as general workers.

THE ASYLUM STRIKE.

QUIET DAY IN LETTERKENNY.

Our Letterkenny Correspondent states that the situation yesterday was calm, with the exception of one or two minor incidents. A local contractor has had to employ a carrier to deliver bread supplies to the Asylum, as the wheels were taken from the contractor's van early yesterday morning.

The Civic Guards have found the milk van and milk cans which were thrown into the River Swilly on Wednesday.

Milk cans were taken to the Asylum on Thursday and Friday on an ambulance driven by new attendants under an escort of the Civic Guard.

The Committee of Management of the institution will meet on Monday.

Our Derry Correspondent states:—The two ploughmen employed on the farm ceased work on Thursday, but signed a statement to the effect that they had no grievance against the Commitee of Management, and that they would have continued at work were it not for threats used towards them.

Continuing their endeavours to end the strike, Messrs. Boyle and Larkin, the Chairman and Clerk of the Letterkenny Urban Council, had a talk with the Rev. John O'Doherty, Acting Chairman of the Committee of Management, and also with the Strike Committee. The proposal to invite Mr. Joseph Devlin to act as mediator was discussed, and no objection was offered on either side to the suggestion. It is unlikely that formal approval can be obtained from the Committee of Management until the monthly meeting which takes place on Monday.

The attendants on strike are optimistic as to the result of the struggle and state they can hold out for nine months.

On the other hand, it is reported that there has been a tremendous response to the Management Committee's appeal for co-operation and assistance, and conditions in the hospital continue normal.

DAMAGE TO PROPERTY.

DUBLIN COMPENSATION AWARDS.

Compensation awards under the Damage to Property Compensation Act, 1923, were made to the following claimants, by the Recorder of Dublin, yesterday:—

Justin Doyle, £110, for the destruction of four houses in Chancery lane during the attack on the Four Courts; Charles L. Kelly, £14, for loss of clothing; E. Smith, £150, for damage to the premises, 20 Merchant's quay, caused during the bombardment of the Four Courts; Messrs. Brennan and Co., Sackville street, £40, for damage to their premises; Teresa Bailey, £35, for damage to property during the attack on the Four Courts; the Anglo-American Oil Co., £80, in respect of petrol commandeered; John Hawkins, 177 Church street, £250, for damage to premises during the fighting at the Four Courts; Mrs. L. St. L. Ball, 52 Leeson street, £100, in respect of damage to premises and furniture.

The Rev. G. A. Elliott was awarded £19 8s. 4d. for the breaking of window glass at Seville place; the Protestant Insurance Society were awarded £152 19s., for property destroyed in the Fowler Hall. Other awards were:—£170 to Messrs. Thomas Hill and Son, for goods commandeered; £130 to R. McKeown, Guild street, for goods commandeered; and £128 14s. 8d. to Messrs. Slyne and Co., Grafton street, for the destruction of windows and a show-case.

CURRAGH STABLE BOYS.

PROSPECTS FOR STRIKE SETTLEMENT.

A conference took place yesterday at Maddenstown Lodge, the Curragh, regarding the strike of stable boys, which has now been in existence for ten weeks. The conference was between representatives of the Irish Transport Workers' Union and the Trainers' Association.

The trainers, it is stated, stood by their previous offer of £2 per week outdoor and £1 per week indoor, but would give no guarantee as to the number of men to be reinstated should these terms be accepted. A ballot vote will be taken to-day.

DEATH FROM A RAZOR WOUND.

William Hughes, dock labourer, aged 45, of 16 Lower Gardiner street, Dublin, died on admission to Jervis street Hospital last night, from a threat wound inflicted by a razor. Hughes, who was single, had been depressed.

REPARATIONS.

EXPERTS' SCHEME APPROVED.

RECOMMENDED BY COMMISSION.

WAITING FOR GERMANY.

IRISH TIMES FOREIGN SERVICE.

FROM OUR OWN CORRESPONDENT.

PARIS, Friday.

The Reparations Commission, reflecting the desire of both the French and British Governments that no time should be lost, has to-day promptly taken the first step in the direction of giving practical effect to the experts' recommendations.

This afternoon they met in formal session, and indicated their approval of the proposals, and at the same time decided to recommend them to their respective Governments.

Sir John Bradbury had just returned from London, where he saw the Prime Minister, and M. Barthou, the Chairman, and the French delegate spent part of the morning with M. Poincaré.

Though the approval of the Commission does not mean that any of the Governments are pledged to accept the whole of the report as it stands, it does almost necessarily imply that they will accept it as the basis of the hoped-for solution.

Further action must depend upon Germany, and the Commission will do nothing until the German Government has intimated its willingness to accept and carry out the scheme.

In order to ascertain its attitude they will be ready, unless it prefers to send an answer in writing, to hear her delegates on the 17th inst.

The meeting this afternoon was held in an atmosphere of entire hopefulness, and one of the delegates remarked later that the unanimous desire to approve the scheme was the best augury for the relations of the Allies among themselves, and promised well for the scheme generally.

It is not, however, to be supposed that, even if Germany signifies her acceptance, as it is believed she will, that the plan will be endorsed by the Allied Governments without the most careful study and, perhaps, lengthy negotiations.

It appears likely that, despite the care exercised in the drafting, questions of the interpretation of important passages may be raised.

To judge from some of the Ministerial newspapers, the French view is by no means that the economic retrocession of the Ruhr to Germany is to be the first condition precedent to the application of the new scheme, and it is plain that there is nothing in the recommendations to prevent this taking place gradually in measure as Germany shows her good faith by putting the scheme into execution.

In the first year, says one writer, the duties on coal might be abandoned, and so on as the scheme gets under way.

This problem of the new *régime* in the Ruhr is one of two which occupy for the moment the forefront of French interest. The other is the need, before accepting the proposals, to obtain from Great Britain guarantees against a future default of Germany.

It is argued that the success of the scheme is left entirely dependent on the good-will of Germany, which is said to be doubtful.

France would like, and the Government papers are saying so plainly, first an agreement pledging England to take action with her against Germany should she at some future date cease to carry out the conditions, which, it is declared, she may not improbably do, even after stabilising her currency and obtaining possession of the proceeds of the international loan.

IRISH TIMES FOREIGN SERVICE.

FROM OUR OWN CORRESPONDENT.

COLOGNE, Friday.

Dr. Marx, the German Chancellor, to-day made his first statement on the reports in a speech at Frankfort-on Main. The appointment of the experts to examine Germany's capacity was, he said, regarded by the German Government as a distinct step forward. Now they had to wait and see whether there was a possibility of fulfilling the plans in the experts' reports.

The German Government would demand from German industry and the German taxpayer that they should accept the greatest possible burden they could stand. No one in justice could demand more.

SIR JAMES CRAIG'S RETURN.

HIS HEALTH RESTORED.

Sir James Craig, accompanied by Lady Craig, returned to Stormont Castle, Belfast, yesterday, after a Mediterranean trip. His health has been completely restored as the result of the cruise.

ATTEMPTED ROBBERY IN DUBLIN STREET.

Philip McGarry, of 5 East James's street, Dublin, states that he was accosted in Lower Baggot street late last night by two men, one of whom put his hand in the prosecutor's hip pocket, and said—"If you have no money, I'll plug you." McGarry had no money. The men told him to walk in the direction of Baggot street Bridge; when he had gone some distance, McGarry looked back, and saw the robbers searching two other men.

No arrests have been made.

RESIGNATION OF FREE STATE OFFICERS.

Last night's *Dublin Gazette* announced that the Executive Council has accepted the resignations by the following officers of their commissions as Officers of the Defence Forces of the Irish Free State, with effect as from the 7th instant:—Captain Patrick Joseph Boyle, Captain Joseph McCormack, Captain Michael Joseph Brennan, Captain James H. O'Donnell, Lieutenant John Cleary, Lieutenant James Doyle.

THE HOLY SWORD OF THE AKALIS.

LAHORE, Friday.

The Government of the Punjab announce that they are appointing a Committee, under the Presidency of General Sir William Birdwood, to report as to the principles on which Guradwara legislation might be undertaken. In addition to considering grievances of the Sikhs, the Committee will deal with the Kerpan question, which constitutes the other burning grievance, as the Akalis object to what they describe as the Government banning of the Kerpan, or sword, which is supposed to be a holy weapon, praiseworthy to wear.

A DEATH-BED WILL.

SIMPLE FUNERAL FOR HERR STINNES.

IRISH TIMES FOREIGN SERVICE.

FROM OUR OWN CORRESPONDENT.

BERLIN, Friday.

"Herr Hugo Stinnes, merchant, Mulheim-on-the-Ruhr," is the simple description in to-day's death notice in the Press of the famous industrialist, who died here last night.

Everything connected with the funeral will have the same simplicity. The body will be cremated here on Monday, and on the following day the urn will be deposited in the Stinnes family vault at Mulheim.

Herr Stinnes did not leave a complete will behind him. He always thought there would be plenty of time for drawing up his last will and testament. Not, indeed, till a few hours before his death did he consent to say what his wishes were.

When, late on Thursday afternoon, he knew that death was near, he called his two eldest sons, Edmund and Hugo, and one of his lawyers to his bedside, and a document embodying his general wishes regarding his vast business interests was drawn up and signed.

Herr Marx, the Chancellor, to-day sent a message of sympathy to Frau Stinnes, in which he says that the death of her husband, the leader in all economic questions, will be mourned in many German circles.

The follower of Herr Stinnes in the control of more than three hundred German industrial and commercial factories and concerns will be his eldest son, Dr. Edmund Stinnes, aged 29. His second son, Hugo junior, will keep on the directorship of the Stinnes SS. Line. The third son is studying at a University. The fourth son is also at College. Besides four sons, three daughters survive.

When it was learned that Stinnes was nearing the end, stocks of all German companies in which he had a hand suffered enormous losses. To-day the Bourse shows weakness all along the line. Early this morning bankers and speculators were frantically giving orders for buying and selling stock on the Berlin Stock Exchange.

BELFAST'S NEW SCHOOLS.

ENGLISHMAN CHOSEN AS ARCHITECT.

The appointment of Mr. William George Davies, architect to the educating authority of the Essex County Council, as architect to the Education Authority of Belfast, was approved at yesterday's meeting of the Belfast Corporation. The salary attached to the position is £1,000 a year.

Mr. Adam Samson, of the Dumbartonshire County Council, was originally recommended by the Education Committee for appointment, but notified the Town Clerk of his decision not to accept the appointment under any circumstances. It was subsequent to this that the Education Committee decided to recommend the appointment of Mr. Davies.

Alderman Duff, in moving the adoption of the recommendation to appoint Mr. Davies, said that originally they had hoped to be able to appoint a local man to this position. They were anxious to employ local men, in preference to others, where they could. However, there was no local candidate whom they could recommend as the equal in eminence and experience of Mr. Davies.

There was a great deal of controversy over this question of giving the position to a local man, but, he asked, why should they endanger the honour of Belfast by advertising that experience in school architecture would decide the appointment, and then appointing some one without the necessary experience?

The motion was seconded by Councillor Cheyne, who declared that he quite concurred in all that the Alderman had said.

Councillor Henderson, in moving an amendment to refer the matter back to the Education Committee, ridiculed the assertion that Belfast had not an architect capable of designing suitable schools.

In supporting the amendment, Alderman Donaldson said that, as a member of the Education Committee, he could not see how it was necessary to have super-brains in order to build new schools.

The amendment was defeated by 26 votes to 10, and the original motion was passed.

BYRON CENTENARY.

ITHACA MEMORIAL.

MALTA, Friday.

His Majesty's destroyer Wivern will, it is announced, attend the unveiling of the column in Ithaca to the memory of Lord Byron, which has been erected through the generosity of the ship-owner, M. Drakoulis, to celebrate Byron's visit to the home of Ulysses in 1823.

According to the particulars of the centenary celebrations that have become known here, the Greek cruiser, Averoff, with the Minister of Marine on board, will arrive at Krioneri, to the east of Missolonghi, on the evening of the 18th, and the yacht Ierax, with a hundred and fifty official guests from Athens, and the Regent, will arrive on the 19th. A salute of thirty-seven guns will be fired by the Averoff at the hour of Byron's death, and flags will be flown at half-mast on the 19th from six to sunset.—(Reuter.)

BURGLARY IN DUBLIN.

HAUL OF BANK NOTES.

Thieves who broke into the offices of the Royal Liver Friendly Society, Upper Backville street, Dublin, on Thursday night, forced open a safe and got away with bank notes to the value of nearly £450.

At 7 o'clock on Friday morning it was found that the offices had been burglariously entered through a door at the back. The big steel safe was upturned on the floor, and the back had been partly forced off evidently by powerful tools. Holes had been punched in the inner lining of the safe, and through those the money was abstracted. The thieves were not able to penetrate the whole of the safe, in which was another sum at least equal to that which was taken.

The Society's Dublin collectors lodge large sums on Thursdays, and it is supposed that the robbers knew this. A cash desk and some drawers were also broken open, and the place looked as if the visitors had been there for a long time. The piercing of the safe was an operation of several hours.

THREE FLAG DAYS.

COLLECTIONS IN AID OF EX-SOLDIERS.

At a meeting of the Central Executive Committee of the Legion of Ex-Service Men of the National Army in Dublin yesterday, Mr. J. J. Mack presiding, it was unanimously decided to hold "Flag Day" collections in aid of the funds of the organisation on Holy Saturday, Easter Sunday, and Easter Monday.

The Chairman said that it was the duty of all ex-members of the National Army to belong to the organisation. The support promised by the Government to the demobilised soldiers had not materialised, and he feared that, unless the men themselves took steps to safeguard their own interests, neither the Government nor the people would do anything for them.

Mr. Sean Lyons, T.D., said that he hoped every man demobilised from the Army would come into the organisation, which was non-political and non-sectarian, and which aimed at achieving its objects by constitutional means.

It was unanimously decided that the organisation should for the future be known as the Association of Ex-Officers and Men of the National Army.

POLAND AND MEMEL.

PARIS, Friday.

Poland, in a letter to the Conference of Ambassadors, says that any attempt upon Vilna territory will have grave consequences, for which Poland will not be responsible.—(Reuter.)

EASTER LAW SITTINGS.

COMPARATIVELY SMALL LIST.

The list for the Easter Law Sittings, which will open on the 24th inst., contains five city special jury cases, twelve city common jury cases and nineteen non-jury cases. One of the city special jury cases is an action by a school teacher against four persons for damages for alleged conspiracy, libel and slander. A breach of promise action figures in the city common jury list.

In an average number of appeals, none is of outstanding interest. In the Chancery Division there is a possibility of a heavy list. Five cases are already listed for hearing. Up to the present there are three actions for trial in the Rolls Court.

The Court of Appeal will deliver judgment in two new trial motions, one of which is of much interest to golfers.

THE DAIL COURTS.

The Commissioners of the Dail Eireann Courts (Winding Up) Commission, who have been on circuit in Kerry, Clare and Limerick, will return to Dublin to-day or on Monday, and the sittings of the Commission in Dublin will be resumed on the 24th inst.

There will be a special circuit in connection with these Courts to Cork soon after Easter to dispose of the remaining cases pending there.

RICH MEN LIVING IN THE ARCTIC.

LUCKY GOLD SEEKERS' PREFERENCE.

IRISH TIMES FOREIGN SERVICE.

FROM OUR OWN CORRESPONDENT.

NOME, Friday.

Twelve men are living within the Arctic Circle on the Koyokuk River, with fortunes ranging from £5,000 to £10,000 in gold each, according to Captain Webb, an old-time prospector, who, after striking "pay," came out this winter on his annual vacation on the Alaskan settlements along the coast.

He said that these men had married native women and settled down to enjoy their modest fortunes far from the vanities of civilisation. They use the parcel post to procure what luxuries their tastes demand, but they seem to have no desire to leave their Polar wilderness.

DUBLIN'S VEGETABLES.

NO MARKET GARDENS TO CLOSE DOWN.

A report has recently been current that owing to the heavy increase in expenses a number of County Dublin market gardeners were about to retire from the business, and let their holdings revert to grass. Inquiry by an *Irish Times* representative has established that there is no ground for this report. A few market gardeners will, very probably, ease off their activities until labour costs and conditions become more normal, but there is no evidence of any inclination to put market gardens out of commission.

Owing to the unfavourable weather, vegetable supplies on the Dublin market are on the short side, but it is expected that they will soon become normal. At yesterday's market York cabbage fetched 10/- per load and Savoy 10/- per load. Cauliflower prices ranged from 4s. to 6s. 6d. per dozen; scalkale sold at from 6s. to 12s. per dozen; scalkale at from 1s. to 2s. per bundle, and cucumbers at from 1s. to 1s. 2d. each.

DUBLIN'S MILK.

SCATHING COMMENT BY MAGISTRATE.

"I have seen it stated that half the milk that is sold in Dublin for consumption, in any other city would be thrown into the gutter. I am nearly certain that I have that in print by a responsible person."

So declared Mr. Lupton, K.C., in the Dublin Police Court yesterday, during the hearing of summonses against a number of cow-keepers.

In a case against Hamilton Lowry, Verona, Howth road, a Corporation inspector said that when he visited the defendant's cowshed he found that ten of the twenty cows had dirty udders. They were being milked by two men, one of whom had dirty hands.

The defendant said that Mr. Lupton's remarks would properly apply to milk brought to the city by rail. Certainly a very large quantity of that milk was more fit for the gutter than for children.

Mr. Lupton observed that the public were paying sevenpence a quart for milk, and the least they could expect was to get clean milk.

Mr. T. F. Burke, who appeared for the Corporation, stated that the defendant was only twelve months in business.

Mr. Lupton imposed a fine of £15, with £5 costs.

John Hogan, 56 Lower Sheriff street, who carries on business at 54 Purdon street, was fined £5 for allowing his cows to be milked by a man whose hands and clothing were in an unclean condition.

The defendant stated that he supplied his men with buckets, towels, and smocks on the day following the inspector's visit.

James Keogh, 7 Commercial Buildings, Clontarf, who keeps 23 cows at Seaview avenue, Clontarf, was summoned for allowing the udders of six of the animals to be in a dirty state while they were being milked.

Mr. Reddin, solicitor, who defended, said that the defendant had been in business for 20 years, and there had been no case against him in all that time.

Mr. Lupton said that there was no evidence of general neglect, and, accordingly, he dismissed the case with a caution.

Annie Cullen, 2 East road, was fined £5 for allowing the udders of several cows to be dirty.

FOOT-AND-MOUTH ORDERS.

GLASGOW LANDING PLACE TO REOPEN.

The Department of Agriculture and Technical Instruction is officially informed that the British Ministry of Agriculture and Fisheries has made an order, operating on April 15, restricting certain infected areas under Foot-and-Mouth Disease Infected Areas Orders. The effect of this order includes the re-opening of Glasgow landing place for rat and store animals on that date.

MOTHERS' PENSIONS SOCIETY.

SUGGESTIONS FOR NEW LEGISLATION.

A deputation from the Irish Mothers' Pension Society recently waited on the Ministry for Local Government in order to urge the inclusion of the following proposals in the forthcoming Poor Law Reform Bill:—

Separate classification and treatment of widows with one or more dependent children; the exemption, as far as possible, of all widows with dependent children from internment in poor law institutions; relief to be afforded in such manner and of such adequate amount as may enable the home life of mother and children to be preserved. All such relief administration to be divorced from any associations implying the stigma of pauperdom; special district committees (ladies for preference) to be created for the purpose of administration of such relief; where the number of such cases so warrant, women relieving officers to be appointed to deal solely with same.

The deputation consisted of Messrs. D. Dickie, K.C.; Rev. Dr. Denham-Osborne, Rev. L. M'Kenna, S.J., and J. P. Dunne. They were received by the Minister and Secretary, and were assured that the points moved in support of the proposals would be carefully considered. They were also informed that in all Union amalgamation schemes hitherto approved by legislation, the restriction as to outdoor relief for widows with one child had been removed.

TO-DAY'S LONDON PAPERS.

INDUSTRIAL RELATIONS.

THE KEEPING OF AGREEMENTS.

The Times in a leading article says:—The state of industrial relations in three of our principal trades deserves careful consideration. In the shipbuilding industry the Southampton trouble, still unhealed, has brought about a retaliatory lock-out in the federated shipyards of all the workers but those belonging to the boilermakers' and the shipwrights' societies. In coal mining a very protracted dispute seems at last in a fair way to settlement. In engineering the employers have submitted to the unions a proposal which, if rightly appreciated and fully utilised, may put the relations between employers and workmen on a new and permanently better footing. The dispute in the shipbuilding industry is a peculiarly refractory one. It cannot be dealt with satisfactorily while the Southampton men remain in their present temper. The leaders of the Unions, after considerable vacillation, have come to see that not only the obligations of an agreement, but the functioning of the Unions as negotiating bodies, require them to bring the action of their Southampton members into conformity with the arrangement they jointly made with the employers. For them now to expel members would not settle the matter. It is their duty—which apparently they are undertaking—to get the men back to work.

The lock-out, demonstrating how far things have gone wrong, is the only remaining resource of the employers to get them set right. Forbearance during eight weeks of an unconstitutional strike has unfortunately been interpreted as weakness. The enforcement of the notices is a drastic method of applying the lesson that agreements worth signing are worth keeping.

THE DAWES REPORT.

OPINION IN BERLIN.

The Berlin Correspondent of *The Times* writes:—The Cabinet met again this evening to discuss the report of the Dawes Committee, the full text of which is now available. Opinion here in industrial, as well as official, circles has remained favourable to acceptance of

RAILWAY BILL DEBATE IN THE DAIL.

(Continued from Page 7, Column 3.)

railway question, there are conclusions to the following effect:—

1.—For internal traffic the Irish railways are essentially non-competitive.

2.—Very few places in the country are linked by more than one line of rail communication.

3.—The only effect of competition between railways is a tendency to increase the cost of working, and thus prevent or delay reductions in railway tariffs.

4.—Such competition benefits neither the companies nor the public.

5.—The Irish companies appeared to be following the lead of the great English companies in discontinuing competition and substituting the more economical and profitable system of pooling receipts. The economies in working to be secured by such arrangements would go, normally, to increase dividends while railways remained in the hands of commercial companies, while a public administration would be more likely to avail of them to reduce charges.

6.—Through traffic with Great Britain was essentially competitive, and would remain so under unification. A unified administration, whether public or private, would direct through traffic as far as practicable by the shortest route resulting in more economical working and increased net revenue, available for dividend or reduction of rates.

CASE AGAINST GROUPING.

THE TWO ELEMENTS.

"Deputies will, no doubt, ponder these very definite statements by experts on the subject of competition. To put the case against this grouping proposal shortly, it offers no present remedy at all for what I have stated to be the two chief elements in the railway problem.

Firstly, the excessive rates on traffic, particularly internal traffic; and

Secondly, the difficulties of the smaller lines,

unless it is a remedy for the latter problem to tack the whole of them on to your rival's group. The scheme is really one which leaves the future of the Saorstat railways partly to chance and partly to external exploitation, with the constant risk of every benefit it is supposed to confer being swept away in a night by such an agreement between these external interests, as the Scotter Commission thought to be an obvious point of railway policy.

"The Dublin and South-Eastern has recently suggested that, if the virtues of the proposal which it has made are not immediately apparent, it should be left in its present position to make such arrangements hereafter as it may consider beneficial.

"I would ask the public dependent on that line what it thinks of having to shoulder the burden of the present rates and fares for an indefinite time, because that company, standing alone, can do little to reduce them, and I would remind the company that the *rôle* of an outpost waiting on the turn of events here is a *rôle* for which there is now no scope.

"The Government has no hesitation in preferring the plan in this bill.

MINISTER'S POWERS.

"Now, unification is itself open to definite objections. It creates a monopoly against which the public must be protected. The bill contains many provisions for this purpose, including the power of creating a judicial tribunal which, and not the monopoly, has the sole right to fix its charges.

"The same judicial tribunal has power to decide complaints as to the services rendered and facilities provided for railway traffic. The Minister for Industry and Commerce has the right of access to this tribunal on all questions affecting the public interest. He has also the fullest powers of investigation into the whole management and working of the unified undertaking.

"The basis prescribed for the fixing of rates is such that, while the interests of the railway shareholders are reasonably safeguarded, the management of the unified undertaking is given the necessary incentives to economy and efficiency. In every direction in which the public interest might be prejudiced by the unification scheme ample checks have, in our judgment, been provided, but if it is shown that there is anything we have overlooked we will be glad to consider provision for it also.

DIVERTED TRAFFIC.

THE GREAT SOUTHERN'S AGREEMENT.

"Special interests have represented that the bill would prejudice them, and, in particular, certain members of the Port Board of Dublin have expressed fears. It was put to the Government was that under an agreement between the Great Southern and Western Company and the Great Western Company of England all traffic is to be diverted to Rosslare; that a port like Dublin will be practically deprived of the things that struck him in the course of an hour's conversation—the enormous effect on the world of the gathering together of a number in the boardroom of the Bank of England—that it would be open to the Government in the power of any living body of authority to interfere with the business of any man in the United Kingdom and Ireland—that somehow or other the directors would be able to work their careers amongst the boards of the Great Southern system—and he was informed that that was not the case, but just give way to practice, and that [illegible] sitting on the boards of the banks was probably a better method of settling their questions than by giving evidence before a body of men not used to rule, by a system of currency, the business world might they ought to appreciate very well Captain Henry Harrison had done Mr. Lemon there to deliver his [illegible] explanations.

Mr. Lemon, having returned thanks, said he was not suggested that they were going to have a separate currency in Ireland, but that there was a difference in sterling value between the two countries would be limited. The variations would be limited. The trade of Belfast was very steady, as far as he could see, and he was disposed to think that there would be very little disturbance in the value of money between Great Britain and Ireland.

IRISH BUTTER.

PROBLEMS OF MANUFACTURE DISCUSSED.

At a meeting of the Dublin Chamber of Commerce, presided over by Mr. J. Poole-Wilson, in opening a discussion on Irish butter-making problems Professor of the Irish Free State Section of the Society of Chemistry of Great Britain and Ireland, in Dublin yesterday, Professor [illegible] presided.

Professor Dixon's notes of perfect butter [illegible] after that would bring in the highest prices in the best available market, and he [illegible] a reason why perfect butter should not be produced in Ireland.

He emphasised the importance of clean [illegible] and plant, and cleanliness in handling, and said that from the creamery point of view, what they wanted was a quick and [illegible] for discovering whether the milk [illegible] to the creameries was good enough to [illegible] or not.

The question of how far, in dealing with [illegible] for creameries, dividing of metals led to decomposition in butter was one for research, and he thought that it opened up a wide field for investigation. If they had [illegible] and proper pasteurisation they ought to [illegible] good butter. Adderation was another [illegible] for investigation, and one that the [illegible] soon to take up for some time.

Mr. [illegible] expressed the opinion that it would be [illegible] to take into account [illegible] which was unfit for butter-[illegible]

[illegible] also attributed to the de-

[illegible] APPOINTMENT.

[illegible] announces that the [illegible] appointed Michael [illegible] the Civic Guard, [illegible]ndent, as from the

[illegible]HEN'S GREEN.

[illegible] since October [illegible]e 25 appointments [illegible]yal Bank—7 ap- [illegible] Banks—19; Cor- [illegible]W.R.—5 appoint-

BOUGHT.
[illegible] to us. Bring
[illegible]T., DUBLIN.

FIXING OF RATES.

A THREE YEARS' AVERAGE.

"In providing for the judicial fixing of rates it is necessary to determine the basis on which they should be fixed. For this purpose we have adopted the principles of the British Railways Act of 1921, and have provided that the rates should be such as will yield a certain standard annual net revenue, designed to provide the management is economical and efficient.

"This standard revenue, which represents approximately the sum divisible as profits, we have fixed at the average of the three years ending in 1913. In England the year 1913 was adopted for this purpose, and the Irish companies naturally pressed us to do the same. But, as will be seen from the White Paper, the net revenue in 1913 was the peak figure. It had never been reached before, and, notwithstanding greatly increased charges, has not been attained since, though admittedly the companies have not had a normal year since.

"In our view it is not wise for the railway proprietors to demand a standard which they might have difficulty in attaining, and which may be inconsistent with such a level of charges as the trade of the country must have.

ECONOMIES.

"Though, in our opinion, the scope for economies in the railways to be unified is large, it naturally cannot be so large as among the very much bigger undertakings out of which the new British groups were formed. The British groups, therefore, had much more chance of maintaining a higher revenue out of the same or a lower level of rates. If, notwithstanding the great increase in working expenses, shareholders receive the average of the three normal years in the history of the railways and, after any year in which the railways earn more, retain 20 per cent. of the increase, they should be well content.

"We have accordingly provided that the standard revenue should be the average net revenue of the three years ending in 1913. The average earned income in these three years amounts to £1,088,233. To arrive at the net revenue there must be added the contributions in respect of the baronial lines. These amounted to £36,225 in 1913. The precise amounts for 1911 and 1912 have not yet been ascertained, but they may be taken at about the same figure. The total average net revenue, thus becomes, approximately, £1,124,458, and this is exclusive of the interest allowance in respect of additional capital expenditure since that date.

CRITICISM DEPLORED.

"The capital ranking for dividend is £27,310,334; £1,124,458 represents 4.12 per cent. on this capital. The figure of 3.48 per cent. quoted in the statement issued by the railway companies therefore gravely misrepresents the true effect of the bill on railway shareholders.

"I must take this occasion of deploring the too common tendency in business circles and the Press to rush into print with inaccurate comments on Government proposals, based on imperfect examination of those proposals. Responsible business men should be slow to make statements from a partisan point of view which, as in this case, are not supported by the facts and tend to undermine that public confidence which is essential to the prosperity of business.

"The statement that scant consideration is shown for shareholders by this bill is, in the light of the figures I have quoted, absolutely without justification. It might with greater accuracy be said that what does receive scant consideration, at least from railway companies, is the fact that rates here are 120 per cent., or more, over 1913 rates, while on the British railways the increase is only 50 per cent.

"SOME OTHER SCHEME" —IF THE RAILWAYS DO NOT "MAKE GOOD."

"I think the railway companies now realise that most of the over-hasty criticisms of the bill contained in their statement results from misunderstanding the effect of the bill, and that, on reconsideration, they cannot, in all fairness, object. Experience only will show whether the consideration shareholders are in fact given is consistent with a reasonable level of railway charges.

Some, though not all, of the railway companies profess to regard the economies to be secured by the unification as comparatively small. I think this is rather their "brief" than their real anticipation. It would not be a wise attitude for them to adopt, because, unless they can make the best use of the unification and with all the opportunities given them by this bill, to provide adequate services at reasonable rates, I think the country may be forced to adopt some other scheme for running the railways.

"Personally I am no expert, but I am quite confident that, if they put their minds to it—and a satisfactory service depends as much on their doing that as on the shape given to the railway system by any legislative measure—the companies will make good on the basis of this bill. By making good I mean, chiefly, providing the services the country requires at rates the country can afford to pay.

"On any basis more favourable to the shareholders than the bill provides their future would be more doubtful, while, as it is, if they can do better than it anticipates, they retain a share of the improvement gained in each year, so that they can steadily progress.

"The next point to touch on is the arrangement relating to the baronial lines. So far as the unified undertaking is concerned it will be expected to provide for any losses in working the baronial lines, while it will receive from the Government for a period of ten years an amount equivalent to the dividend on the capital of those lines.

THE WORKING LOSSES.

"Now, I have said that the losses on working the baronial lines in 1922 was £107,000. In 1923 this dropped to £30,000; and that was a year in which the effects of the disorders were still being felt and traffic was still dislocated. In a normal year the loss on working should not exceed, at the very worst, £20,000; and of this at least one-half should be saved by bringing the baronial lines under one management.

"Since the normal working expenses of the undertakings to be unified amount to about 4½ millions, a sum of £10,000, more or less, is really negligible. Having a direct incentive to do so, the unified undertaking will, no doubt, reduce this figure nearly to vanishing point in a very short time.

"The figure of £41,000 quoted in the statement issued by the railway companies is, in our view, a serious over-estimate, and that statement makes the wholly false point that the loss, whatever it is, will fall on the shareholders of other companies. On the contrary, it must be met out of railway charges, so that the shareholders may receive their standard net revenue. In any event, even if the loss amounted to what seems to us the fantastic figure of £41,000, this would only be 1½d. in the ton on the rates for merchandise traffic. The railway companies' own statement quoted 2½d. in the ton as a negligible figure.

THE GOVERNMENT GRANT.

"With regard to the payment to be made by the Government, it will be seen from the White Paper that the guarantees of dividends is in part a liability of the baronies and in part of the Government. The Government will, for ten years, find an amount equal to its maximum liability; we are asking the baronies to find for the same period the amount they found in 1913. Thus, of a total annual sum of £48,688, the Government will provide £20,595 and the baronies £28,093; the remainder will be provided by the Local Taxation Account.

"Since in 1913 the baronies were subsequently relieved out of this account to the extent of some £6,500, they will, under the provisions of the bill, be paying £6,500 more than their actual net payment in 1913.

"But this increase is a very moderate amount compared with their legal liabilities under present conditions, which, in respect of dividends, amount to more than £38,000, and in respect of losses on working to whatever those losses may be. Moreover, their whole liability, now, in most cases, perpetual, will terminate in ten years. Since in certain cases the bill would involve some increases in the local rate for railways as compared with the year 1913, powers are taken on the application of any County Council to spread the rate over a wider area than at present—over the whole country, if desired—and thereby to lighten its incidence.

THE TEN-YEAR LIMIT.

"Particular baronies have borne the whole burden for a great many years, and it is anticipated that some Councils in any case will be prepared to ask the whole of their county to see these payments through for the ten years that remain, it being undeniable that the whole of some counties gain definite benefits, direct or indirect, from the maintenance in it of these baronial railway services.

"The limit of ten years, after which the unified undertaking will continue without payments from the Government, has been fixed because as a plain matter of business the unified undertaking will, before the expiration of that period, either have realised our expectations to an extent which will make baronial dividends a negligible item, or else will have been replaced by some other system. An arrangement which necessitated the maintenance of guarantees after a period of ten years could not be regarded as a final or satisfactory solution of the Irish railway problem.

THE AMALGAMATION.

"The arrangement by which some of the larger companies are to be amalgamated first, and the smaller companies then to be absorbed, is adopted simply as a matter of convenience. If each company had to negotiate with all the powers, the discussion and settlement of terms by agreement or by the tribunal would go on interminably. If the larger companies are first amalgamated, as the nucleus of the scheme, half the work is done, and decisions as to the terms on which the others are to be absorbed are then much simplified.

"There are not many other points to which I need refer now, though there is a detailed agreement in operation governing the procedure for dealing with questions of wages and conditions of employment on the railways, we have not scheduled it to this bill, as it was done in England, because the creation of the unified undertaking will presumably involve corresponding changes in the wording of the agreement. We have, however, provided for any such agreement being given official recognition so far as it may be desired.

AGREEMENTS TO BE DISCLOSED.

"The present charges made by the railway companies result from an Order issued by the British Minister of Transport in 1920. As the fixing by the Railway Tribunal of the new standard charges must necessarily take a considerable time, we have provided for an interim review by the Tribunal—within three months from the passing of the bill—of the rates authorised by that Order, so that if the Tribunal has found any circumstances since it was made the change may be reflected in modifications of the rates.

"Certain powers relating to the railways crossing the boundary are taken by the bill. Provision is made for the Tribunal to hear any applications by traders or the companies for modifications in existing rates for conveyance on the lines within the Saorstat, which the Tribunal will determine by reference to the reasonableness or otherwise of those rates.

"This corresponds to a similar power retained by the British Government in respect of rates on these railways across the border. The bill also requires all railway companies operating in the Saorstat to make known the closure of any agreements relating to the conveyance of traffic originating in or destined for the Saorstat.

CANALS.

NO DRASTIC SCHEME OF REORGANISATION.

"Questions relating to canals and inland waterways have recently been discussed in the Dail. An inquiry supplemental to that of the Canal Commission and directed primarily to the commercial aspects of inland navigation is now proceeding, but we are not yet in a position, even if the necessary funds were available, to put forward a drastic scheme of re-organisation for the canals.

"The old Railways and Canals Commission, however, had power to deal with questions relating to the facilities and accommodation provided for traffic on the canals, and this power is transferred to the Tribunal under the bill.

"Charges on canals are at present regulated by Orders which the Minister for Industry and Commerce has power to revise under the Statutory Undertakings (Continuance of Charges) (No. 2) Act, 1923, after reference to a body called the Rates Advisory Committee.

"The bill substitutes for that Committee the Railway Tribunal, so that it is on the advice of the Tribunal the Minister will act in any revision of existing charges. Canal undertakings are represented by the bill to complain of exceptional competitive rates instituted by railway companies.

"So that this bill, while it does not purport to effect a re-organisation of the inland waterways, does give the users of them definite means of redressing grievances in respect of charges, accommodation, and facilities for traffic, and against undue rate-cutting by rival railway undertakings.

"A FAIR BALANCE."

"The suggestion was at one time made that the Government should nominate some directors on the unified Railway Board, but, after careful consideration, this suggestion was not adopted. Such directors would be in an anomalous position with a divided responsibility. It is preferable to take powers, as is done in the bill, for the Ministry for Industry and Commerce to obtain full information about all details affecting the working of the undertaking; with these powers and the right for the Ministry to appear in proceedings before the Tribunal the public interest should be amply safeguarded.

"These are all the points into which I think it necessary to go at this stage. All I have to add is this—the Government puts forward this scheme as the only one which, after close and unprejudiced examination, it believes to be consistent with the public interests of the Saorstat as a whole.

"It is a scheme which strikes a fair balance between the interests of railway proprietors on the one hand and traders and public on the other; it provides equally for our internal and our external traffic; for main lines and for baronial lines it preserves undiminished all the present rights and interests of English companies and of Northern companies without surrendering or derogating from our economic independence.

"And, lastly, it secures, in a reasonable and at the same time effective manner, for the necessary public supervision over an essential service."

THE DISCUSSION.

BUSINESS MEN'S OBJECTION TO THE BILL.

Mr. W. Hewat said that naturally one looked for an explanation why it was necessary for the Government to bring in a bill of this very drastic and far-reaching nature. There were three bodies concerned largely with the railways: the railways owners (with whom he associated directors and managers); the business people, who wanted the convenience for their goods to be carried over the railways on the best possible terms; and the public, who looked to the railways for a certain accommodation. It might be expected that the provision of a bill in Parliament would be at the instigation of one of these, if not more than one, or perhaps all three classes; but he could not find that from any of the three classes there had been any demand for a bill such as was now before the House.

They had, therefore, to look further for the cause or inspiration of the Government movement in that direction. The President had indicated in his statement that the baronial railways—a very small section of the railways—were in a very bad way. He had instances the case that the freight rates were high, and that the bill had a remedy for these two evils.

He rather thought that the inspiration had come from outside the Saorstat altogether. After the war the British railways, on the suggestion of the Government, evolved a scheme of amalgamation. Clearly the policy through the amalgamation was to keep the competitive element alive. The railways were formed into competitive groups. There was to-day a growing competition, not a cut-throat competition, but sane and wholesome competition, between those groups, which was of great importance and advantage to the trade of Great Britain. They saw the effects of it in Ireland. In their desire not to be behindhand in the railway question, he understood that the Free State Government had said to the Irish railways: "Go thou, and do likewise." In that he agreed with them; but in so far as they proposed this bill he condemned it and the Government's methods.

BASIS OF THE BILL.

The basis of the bill was unification of the railways. The Great Southern Railway, operating from Dublin South, and the Midland Great Western Railway, operating from Dublin West, had no more cause to amalgamate than the Great Western Railway and the London, Midland and Scottish Railway in England. There was no justification for it. Those railways practically did not touch each other; they were separate entities, serving separate districts.

The amalgamation of those two railways was, in his opinion, not in the interests of the Free State in any way. It would only swamp working worth counting in administration, and it was going to settle a monopoly on the people for which they would have to pay through the nose. It was going to establish an autocratic control of the railways which would be unapproachable by business men, and put a stranglehold on the country as a whole.

The Great Southern and Western Railway, when approached by the Government, put forward, he understood, proposals to take in all the railways in the South of Ireland. That, he thought, would have given a continuity which was desirable. Moreover, he understood that that scheme would have satisfied the companies with the baronial railways, for which the Government felt they had an obligation in that area. The President had made a lot about baronial railways, but the people who had put in a claim for those railways to be built had voluntarily committed themselves to paying if they were a failure; and it did not appear that the running of those railways at a loss was a justification for such a measure as that now before them.

The basis of the plea for unification was that the railway charges were higher than they should be. That had to be admitted. They must also recognise that in the year 1913 the railways in Ireland were not doing anything wonderful in the way of making a profit, but they were, nevertheless, in a sound financial condition. During the war they came under control. "After that we had our own little war." They had emerged from that—at least they hoped so—and, having emerged from it, was it not fair that the railway companies should be allowed to earn in the new conditions how far their difficulties had been overcome?

With the better state of trade in the country, and the more peaceful outlook, the railways would materially benefit, and he, for one, was not going to take a pessimistic about that position. If the unification proposal had come from the railways themselves, while not agreeing with it, and probably resisting it, still he thought it would not have the insidious effect of a bill proposed by the Government involving Government control, and practically putting the railways in the position that they would be almost covered by the private bill recently brought forward by the Labour Party.

ONLY A STEP.

In this bill the Government took control, but they did not take responsibility for finance, and, in so far as the running of the railways was concerned, they were to be run as private concerns. The bill was only a step towards which Mr. Johnson had aimed at in his bill for nationalisation. If nationalisation was going to be an accepted principle for the Free State, it was well they should know it.

It could not stop at the railways. They would have to go on to the nationalisation of shipping. In any case, if accepted as a principle, it would effectually do away with private enterprise, which was the chief incentive by which business should carry on. Any interference with private enterprise was not for the good of the country. Trade largely depended on initiative, and that was one the most conspicuous feature in connection with Government control. They had experience of control during the war, and no business man would say he wanted a continuation of the conditions that existed then.

Apparently the President anticipated that under unification an amount would be saved in connection with the management that would enable a reduction to be made in the rates and charges. In that, he thought, the President was very sanguine. At the same time, he thought that if the railways had not had this question of Government interference before them for the last twelve months, they would have made a better and more successful effort to meet the real needs of the traders of the country, and would not have taken the passive attitude they had taken in connection with the matter of rates.

He did not say that improvement could not be made in management, but they had to get that question out of the way. If it were dismissed, the way would be clearer for the individual business man to get redress from the railway. He saw no reason why this bill should be put into operation at the present time. On the contrary, he saw great danger ahead in putting it into operation; and he asked the House not to touch this evil thing.

PREMATURE PROJECT.

ONE OF THE SYMBOLS OF UNITY.

Captain Redmond said that he intended to go into the same lobby with Mr. Hewat, but not, perhaps, for the same reason. He thought that the bill should be approached from a national, as distinct from a particular, point of view. Personally, he was of opinion that the whole project was premature, and that no case had been made for immediate interference with the railway system in the Free State.

The railway system was one of the few links which still remained between the Free State and Northern Ireland, and he feared that by dealing with only a portion of that system, as this bill proposed to do, they would be setting up another bulwark against the final unity of our country. He protested against the lightening up and cementing of the unfortunate temporary partition in which the country found itself to-day. The cutting off of the Northern railways would be another difficulty in regard to the boundary question.

It could hardly be suggested that their friends in the North would be in favour of giving a monopoly to the railway companies of the South if ever they saw their way—as he hoped they would—to join up with the South. He said that the monopoly which the bill proposed to create would be a hybrid monopoly which would not bring about the future unification of the Irish railway systems.

The main object of the bill, he took it, was to reduce rates. He did not see how rates could be reduced by this measure. (Hear, hear.) There might be a small saving in the salaries of directors and officials, but it would be very small when spread over the working a great system as the proposed one would be. Had the public been in any way consulted in regard to this measure? Who wanted it? As far as he could learn, there was no demand from any class or quarter of the country for the measure.

AN OLD AGREEMENT.

There had been an agreement in 1899 between the Great Western Railway of England and the Great Southern and Western of Ireland, whereby all traffic was to be sent by the latter over the Rosslare route. That worked against Dublin and Waterford and by this bill it was proposed to perpetuate that agreement, and a private port was to be used against the interests of those two cities and the general public.

The President—Would it be proper for us to determine that agreement?

Captain Redmond said that he would be in favour of doing away with that agreement if this bill was persisted in. The perpetuation of the agreement between the companies was nothing less than giving a preference to a private port over the ports of Dublin and Waterford, and he would vigorously oppose it. What he specially objected to was the proposal to place the whole of the South of Ireland in the hands of one monopoly, not entirely controlled by the Government, and not controlled entirely by one company. He thought it would be better that the bill should be left until the boundary question was settled—(hear, hear)—and the railway companies were allowed to compete with one another for the benefit of the public at large.

THE LABOUR VIEW.

Mr. Johnson said that it was refreshing to hear Mr. Hewat declaim against State control of any kind. The Government had taken many classes from the Act of Parliament by which the management of the British railways was unified. He had arrived at the same conclusion as Mr. Hewat, but by an entirely different route. (Laughter.) He agreed that this was a bad bill, and that it ought not to pass. It was a bill that entirely played into the hands of the railway companies and the directors, who were not opposing it, but merely suggesting that they were opposing it. They saw that their interests were conserved right and left. As a matter of fact, they were benefited in every possible way by the bill. They had secured the best that they could get by the Government guarantees. They pretended, of course, that the bill was something detrimental to railway shareholders, but they winked the other eye, while saying: "Don't do anything that will prevent it from passing."

In the bill there was a sentence—"This Act, which has been agreed to by all these companies." Of course, it was agreed to, for it guaranteed them the income of the very best year that they ever had. It made the companies secure against the day which was foreshadowed, when nationalisation would have to take place, and if was improving the position of the companies and the shareholders in such a way that the State guarantees would make their position immensely better than they could do by bargaining with the community in five or ten years' time. That was why the railway companies had agreed to the bill.

There was no chance of a reduction of rates under this bill. There was not the slightest likelihood of any advantages coming to the trading community, the travelling community or the farmers, through the operation of this bill.

He agreed that the Northern railway ought not to have been excluded from the purview of the bill.

THE TERMS.

Major Bryan Cooper said that he was surprised to hear Mr. Johnson say that the railway companies and their directors were resisting that that bill might become law. He was told that the railway shareholders would have preferred the terms offered in the Labour Party's bill, and were regretting that they had not accepted it.

Mr. Johnson—I know they were too good.

Major Cooper, continuing, said that the scale now offered was a little more than four per cent., and he wondered whether Mr. Johnson would say that that was an excessive return on capital that had rendered public service? In National Loan it was receiving 5½ per cent. Railway shareholders had sacrificed a certain amount of interest in order that their capital should do public service. He thought that the years 1913-1915 might as well have been taken as the years on which the average was to be taken, instead of 1911-1913. They were as much normal years, and had a better right to be taken into consideration.

Criticising the proposed tribunal, Major Cooper said that he objected to its temporary nature. In five years the tribunal would just be arriving at standards certainly for the first two years they would still be learning what they had to handle.

He offered no alternative to the bill, because he saw no solution but a reorganisation on mechanical lines. Electrification might be a solution. Otherwise the only solution was a reduction in labour and in fuel. He reluctantly forced to think that the hope of a reduction in rates held out by the President was a vain and fallacious one.

A DECISION WANTED.

Mr Milroy suggested that the President should not press the second reading of the bill or bring it to a division that day.

The President—I would rather pass it without a division. (A laugh.)

Mr Milroy said that the speeches which were delivered that day deserved careful and serious consideration, and that time ought to be given for that purpose. He saw no case for urgency in the matter.

The President said that the bill had been in the hands of deputies for a week, and he thought deputies had given time to formulate any amendments that they thought necessary. He knew the influences that were working against this bill. He wanted these influences to be beaten or that they should beat him—one or the other. Therefore, he could not agree to an adjournment.

Mr. Milroy—I am not under any influence.

The President—I know that.

Mr. Davin agreed with the protest made by Mr. Milroy against the bill, but he did not agree with him when he said that the directors and shareholders were opposed to the bill. He took exception to the composition of the amalgamated company as defined in the bill. He believed that the bill should include the railways working entirely out of the Free State area, such as the Great Northern Railway and others, so that it would be possible for these railways—particularly that railway which had its largest mileage in the Free State, the Great Northern Company—to come into the amalgamation on an appointed day.

FARMERS' APPROVAL.

Mr. Gorey (Farmers' Party) said that the position was an intolerable from the farmers' point of view that they would accept almost anything—in fact, they would almost accept the bill introduced by Mr. Johnson. (Laughter.) They approved this bill. If it reduced the rates they would welcome it as a step in the right direction; if it did not they could take another step.

The President—Hear, hear.

Mr. Gorey, continuing, said that they were not enthusiastic about the measure. They did not believe it would do a lot of good, but they believed that it would do a little good.

Mr. John Good asked who wanted that measure. He suggested that it would have been better, especially in view of the amount of other legislative business that was said to be urgent, to have held it over until the boundary question was settled, because when a settlement was arrived at the arrangements in the bill would have to be recast. The bill was going to kill competition and to stabilise existing rates at 120 per cent. over pre-war level, while rates elsewhere were brought down. The whole trade of the South of Ireland would suffer severely as a result.

Business men in the South of Ireland had to compete against those across the water, and if their products had to be carried over railways on this side charging 120 per cent. over pre-war rates, what chance had they in competition with producers across the water whose goods were carried at 50 per cent. over pre-war rates? He was satisfied that the bill was going to injure every port in the Free State except the port of Rosslare.

DIVERTING TRAFFIC.

Traffic which reached the West of Ireland through Free State ports at present would be diverted to Northern railways. There was keen competition in the North. Business men saw that if their produce was to be carried at rates which would enable them to hold the markets where that produce was on sale, they must have competitive rates in the future, even to a greater extent than they had them at present. Instead of cutting off competition, it should be the aim to increase it.

He was satisfied that it could be increased, not by unification, which would kill competition, but by grouping, as had been done on the other side. The time to arrange groups was not now, when the business of the Dail was too congested to give proper consideration to such an important matter. Owing to the state of the country, normal conditions did not prevail in railways or in business generally. When they got into a settled state the business could be done. At least they should let the railways alone until the boundaries were settled.

Mr. Wilson (Farmers) supported the bill.

Professor Thrift said that he had come to the conclusion that the bill should not receive a second reading. One of his reasons for that was the admission by the President that it was impossible at present to form an estimate of what the position of the railways would be in the near future.

There were two points made in favour of the bill; one was that the shareholders would get the benefit, and that a reduction of rates would result. The Government were not satisfied as to where the money was to come from to effect these beneficent changes. They never told that there were to be economies in boards of management, but that gain would be reduced by the amount of the compensation which the retired directors and officials should receive. He could not satisfy himself in any way about where the money was to come from to meet the alleged economies if there was to be competition between the different companies.

Certain small railways were a liability upon the rates of the districts in which they operated, and he did not think it was right to spread that liability over the rest of the country.

PRESIDENT'S REPLY.

EXTRAORDINARY ATTACK ON BUSINESS MEN.

President Cosgrave said that what struck him about the opposition to that bill was how persons with such contradictory opinions about the bill came together against it.

"It was a little amused and amazed at those peculiar specimens we have in antique furniture in the shape of business men. (Laughter.) One would imagine that the business men of this country had something to be proud of, something to point to and say: "There is work we have done; there is prosperity we have made for the people of the country to enjoy."

But was that the case? He did not think so. If they wanted to know his opinion of it, it was that if there was one class in the community that was more responsible than another for the disorder that took place during the last few years, it was these so-called business men. Not one of them took any steps to extend his business.

Mr. Good—Is this in order?

Mr. Cosgrave—It is perfectly in order.

For the last two or three weeks, he proceeded, the Government had been held up to public odium because they were confiscating property and interfering with the interests of business men. There was one piece of advice that he got from business men, and that was to pay 5 p.c. at 90 or 91. He did not take it, said the people of the country were benefiting by that now.

They were told by the business men that the Railway Bill was an evil thing—worse than nationalisation. But if that bill did not achieve their desires they would have to take further steps, whether the antique furniture approved of them or not. Antique furniture was beautiful and ornamental, but its usefulness was doubtful. They were told that this was going to interfere with the boundary. He was told twelve months ago that the Railway Bill would solve the boundary question, and he found the same influences at work now, keeping up the opposition to this bill by talking of fears, spectres and the incompetence of the Government.

BLAMED FOR UNEMPLOYMENT.

"The business of this country," said the President sarcastically, "is something to be proud of, with 80,000 unemployed. Is it not?"

A Member—Whose fault is that?

President Cosgrave—One cause of it is that the business men of the country had no confidence in their fellow-countrymen, and seldom had.

Ten years ago he remembered in the Dublin Corporation asking for 2d. in the £ for building houses, and the business men objected and said that was not the time. They were told the same thing now—to wait until they had done their own business and afterwards. If they had any time to spare, they would be admitted for the State. The boundary question was going to be solved by the railway question, he was told. But they had not got the solution of it; and now the boat was on the other foot, and they were told to wait for the railway question until the boundary question was settled.

He observed during the discussion that the whole opposition to the bill was centred against the Great Southern and Western Company. There was not a word about the rates between the London, Midland and Scottish and the Dublin and South-Eastern Company. He got political solutions for this from a railway director. What did they come to? They had to abandon nonsense. It was time these were the business people of the country. Well, if the business of the country was in their pockets, he was not surprised that the business of the country was in such a condition.

The Government was told that it was confiscating public property. Deputy Johnson said that he took the three best years. That was not fair. He took one year that was best.

Mr. Johnson—I said three successive years.

President Cosgrave said that the best year the railways had was 1913. The profits that year were £1,146,000. In the following year they had £40,000 already more profit than in the year preceding (1912), which was looked upon as one of the three. In 1915 they had £64,000 more profit than in 1912. The years 1911, 1912 and 1913 formed as fair a basis as any years occuring since, if they left out the years when abnormal conditions existed on the railways. They should take some basis. The British Government took the year 1913. He took five years, and he met the railway companies as a compromise, but it was unfair to say that they were the highest years.

SWAN SONGS.

Deputy Redmond, in criticising the bill, referred to where economies could be effected, and that formed portion of the swan songs they heard. If the general manager of the White Paper which the Government issued, they would see the percentage, or ratio, of working expenses as compared with traffic receipts. They could take home those White Papers and study them, and come back there then and talk.

Looking at one company alone, the Midland Great Western Railway, the percentage of working expenses to traffic receipts in 1913 was 62.93, and in 1923 the percentage was 79.48. If that could be achieved in one company, and an important company, why should not the benefits derived and the economies effected there be spread out over all of them.

Something had been said about competition. Anybody who had any concern in business knew that competition, as far as the railways were concerned, was an absolute joke, put forward by business men as a bogey.

It would be admitted by Mr. Johnson, if he were interested in a charity, or a trust or endowment, or anything of that sort, that, considering what income was derived from the dividend distribution in the years 1911-13, it did not now bear anything like the same value it had in that period; and if out of those earnings a comparison was made with the amount earned by the employés of the same companies, there would be some reason for complaint. If a man had put his savings into that, and his widow had about £100 a year out of it, she had to look at the circumstances of those engaged in that particular industry; and there would not be much room for criticism at the taking the basis of the three years 1911-1913.

POSSIBLE ECONOMIES.

As to possible economies, he pointed out that there were redundant managements, possibility of the concentration of workshops, the question of purchasing stores in bulk, standardisation of rolling stock, and simplification of accounts. A good many reasons had been learned in the last year or two in connection with railways that had shown the railway men how to make further economies.

The tribunal arrangement had been criticised. It was said that the prospect of reduction of rates was out of the question. The increase in rates was put in by an order of the Minister of Transport some time in 1920. There had certainly been a reduction in working expenses since 1920, and there was a case for the reduction of rates. It was the duty of the Government to see that such a reduction should take place, if business was to be helped at all. Where was a reduction to come from unless they authorised some tribunal to do it? Provision was made in the bill for the payment of the tribunal out of funds provided by the Oireachtas.

The question of representation of the baronial lines on the board of management was the most pompous he had ever heard in the circumstances.

Replying to Mr. Johnson, the President said that debts owing by the baronies would have to be paid up to date. It was a legal liability. It was a legal liability, and unless the debts were relieved by a corresponding enactment, he did not see how they could be avoided. They were determining, however, the length of time from which such a liability would run. On the committee stage he would have no objection to considering most favourably an amendment to enable any local authority to borrow a sum to spread it over any longer period than ten years, making it easier for them over the period.

ACTS OF GRAND JURIES.

The question of the liability of the baronies for acts done by the grand juries had been raised. These bodies were recognised as responsible at that time, and their decisions bound the county right or wrong. The districts in which the lines were constructed had had the benefit of that whatever it was. It would be unfair and immoral to repudiate the claim, and so the Government did not accept that responsibility. Moreover, he pointed out that persons purchasing property in those districts purchased also the disadvantages and liabilities, and that was one of them.

As far as feeding the principal lines was concerned, the Government had taken that into consideration in saying that after ten years they were not going to continue that commitment. The railway companies had objected to that very strongly, but the Government considered that the economies effected by the unification would enable them to meet the change, and that a very important economy would be effected in the baronial lines themselves, so that the results after a few years would present a very different picture.

Mr. Davin had raised, among others, a point about unfair railway rates on the Great Northern system That was a particular case. There must be competition. What was good for one was regarded as something obnoxious for the other.

Mr. Davin said that he did not make any complaint with regard to that, but he asked how the President would control the activities of the Great Northern Railway beyond the border.

The President said the answer to that question would be found in the British Railways Act., 1921. It was the intention of the Government to safeguard the interests and the property of the Free State; but was it advisable to do that in a way to ensure that there should be no sort of competition from outside? Another point raised by Mr. Davin was as to the privileges of the men. That raised a big question. If the companies wanted good service they must give the men satisfactory conditions; and, on the other hand, if good conditions were given they should get satisfactory results.

Mr. Davin asked a question with regard to the formation of a pension fund.

The President said that he thought the companies were favourably disposed to the proposition, but he could not give any undertaking. He would consider it carefully.

As to Government representation on the tribunal, they did not want that; they wanted to give a great chance to private enterprise, and hoped that it would not be the last chance. They did not want them to be able to say that the Government packed any tribunal against them. They wanted to give a great chance as well as a fair chance. It was proposed to continue the tribunal after the period of five years, but it would be differently constituted. He would receive an amendment for the inclusion of a clause providing for competitive examination for entrance of clerks into the railway service.

ALLEGED HIDDEN HAND.

"The opposition to the bill came from one section, and one section of the community only," said the President. "It was operated by—I am not afraid to say—by practically one man, who has influence, and can set people going into various parts of the country to draw attention to the danger to the business, the danger to capital and so on, and not one of his dupes knows——"

Mr. Good—I think such a person ought to be named.

The President—It is not necessary to name him.

Mr. Good—No such person is known to me. The statement is not correct and ought to be withdrawn.

The President—I did not say it affected Mr. Good. I did say that the influence that that one man has been able to exert has been exerted, not directly, but indirectly—not directly on members of this House.

Mr. Johnson—It is absolutely unfounded, directly or indirectly, in my case.

Captain Redmond—It does not apply to me.

Mr. Hewat—I would like also to disclaim any such suggestion.

The President—That is what I was going to say until I was interrupted. The bill is a good measure, notwithstanding all the abuse that it has got, and no one will be prouder of it than those who were its most ardent critics when it comes into operation. There are safeguards for everyone in the bill, and I think I have made a good case for the second reading.

THE DIVISION.

On a division, the motion for the second reading was carried by 45 votes against 15. The voting was—

For

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LEGAL NOTICES.

The charge for Legal Advertisements from the first of May next under the special heading Legal Notices, or on the Auction Pages of this paper, will be according to the *Irish Times* printed scale of charges dated 1st February, 1922—that is, 1/6 per line.

Advertisements in the Personal or Agency Columns will be as heretofore, 2/- per line.

THE MANAGER.

STATUTORY NOTICE.

Pursuant to the 22nd and 23rd Vic. c. 35.

In the Goods of

STEPHEN FENNELL, late of Kilteel, Rathmore, Naas, in the County of Kildare, Farmer, Deceased, who died on the 3rd day of March, 1924.

All persons claiming to be creditors of, or to have any claims against the estate of the above-named Deceased, are required, on or before the 10th day of May, 1924, to furnish the particulars of their claims (in writing) to us, as the Solicitor for Mrs. Mary Grainger, of Kilteel, aforesaid, and Bridget Nolan, of Hempstown, Co. Wicklow, Widows, the Executrices, to whom Probate of his Will was granted on the 2nd day of April, 1924, by the Principal Registry of the High Court of Justice in Saorstat Eireann. The said Executrices will, after the said 10th day of May, 1924, proceed to administer the Deceased's estate, having regard only to the claims of which they or we shall then have had notice.

Dated this 3rd day of April, 1924.

BROWN and McCANN, Solicitors for said Executrices, Naas, and 25 Anglesea street, Dublin.

Notice of Audit and Dividend.—23.

SAORSTAT EIREANN.

IN THE HIGH COURT OF JUSTICE, KING'S BENCH DIVISION.—IN BANKRUPTCY.

In the Matter of

HERBERT W. HOEY, trading as Murphy, Caterers and Confectioners, at 75 Upper George's street, Kingstown, in the County of Dublin, a Bankrupt.

A Public Sitting will be held before the Court at the Law Courts, The Castle, Dublin, on Friday, the 25th day of April, 1924, at the hour of 11 o'clock in the forenoon, to Audit the Receiver's Account and, make a dividend in this Matter.

Dated this 3rd day of April, 1924.

W. F. COOPER, Senior Assistant.

A. G. HOLLINSHEAD, Official Assignee, Law Courts, The Castle, Dublin.

WILLIAM V. SEDDALL, Solicitor for the Assignee, 6 Westmoreland street, Dublin.

SAORSTAT EIREANN.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the Matter of the estate of William P. Lawlor, late of 2 Connaught place, Dun Laoghaire, in the County of Dublin, Deceased, and in a Cause "Sandys v. Lawlor" (1924, No. 3), the creditors of the said William P. Lawlor, who died in or about the month of February, 1924, are, on or before the 1st day of May, 1924, to send by post, prepaid, to Messrs. John T. Boyle and Company, of 16 and 17 Lower O'Connell street in the City of Dublin, the Solicitors for the Defendant, their Christian and Surname, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default hereof, they will be peremptorily excluded from the benefit of the said Order.

Every creditor holding any security is to produce, the same before the Chancery Judge, at his Chambers, Law Courts, Dublin Castle, Dublin, on the 14th day of May, 1924, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.

Dated this 11th day of April, 1924.

THOS. W. ELLERKER, Chief Clerk.

JOHN T. DOYLE AND COMPANY, Solicitors, 16/17 Lower O'Connell street, Dublin.

IN THE GOODS OF

THOMAS DUNNE and JAMES DUNNE, both of Ballinaboy, Tinahely, Wicklow, Gas in the County of Wexford, Farmers, Deceased.

Take Notice that all persons having claims against the Estates of the above-named deceased are required to furnish particulars to the undersigned Solicitor for the Administrator of the said deceased on or before the 12th day of May, 1924, after which date the Estates of the said deceased will be distributed, having regard only to said claims as have been furnished.

Dated this 10th day of April, 1924.

THOMAS F. MONKS, LL.D., Solicitor for the Administrator, 27 Molesworth street, Dublin.

In the Matter of

THE COMPANIES (CONSOLIDATION) ACTS, 1908-1917.

And in the Matter of

MORGANS (WEXFORD), LIMITED.

Notice is hereby given that the creditors of the above-named Company, which is being wound up voluntarily, are required, on or before Monday, the 28th day of April, 1924, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors (if any) to the undersigned, the Solicitor for JOHN H. TODD, the Liquidator of the said Company, and, if so required by notice in writing from the said Liquidator, are, by their Solicitors or personally, to come in and prove the said debts or claims, at such time and place as shall be specified in such notice, or, in default thereof, they will be excluded from the benefit of any distribution made before such debts are proved.

Dated the 10th day of April, 1924.

J. KENAN COOPER, Solicitor for the above-named Liquidator, Custom House quay, Wexford.

NOTICE OF CHARITABLE BEQUESTS.

In the Goods of

JOHN J. ROSSITER late of 136 Rathgar road, Rathgar, in the County of Dublin, Esquire, Deceased.

Notice is hereby given, pursuant to the Statute, that the said John J. Rossiter, by his Will dated 24th day of January, 1918, made the following charitable bequests:—

To the Superioress of Saint Mary's Blind Asylum, Merrion, Dublin, for the charitable purposes of that Institution £1,000

To the Superioress for the time being of the Little Sisters of the Assumption, Camden street, Dublin, for the charitable purposes of that Institution 1,000

To the Superioress for the time being of Lakelands Convent, Sandymount, Dublin, for the charitable purposes of that Institution 1,000

To the Lord Abbott for the time being of Saint Mellary, Cappoquin, for the celebration of Masses for the repose of the soul of Testator's father, mother, brother, and for the reposeof Testator's soul 1,000

The Testator died on the 29th day of January, 1924, at Rathgar aforesaid, and Probate thereof of said Will was on the 3rd day of April, 1924, granted forth of the High Court of Justice, Saorstat Eireann, to George M. Bates, of 17 College Green, Dublin, Esquire; John J. Ryan, of 24 Aveleen street, Dublin, Stockbroker; and Joseph Daly, of 41 Dame street, Dublin, Accountant, three of the Executors named in said Will.

Dated this 11th day of April, 1924.

BROWNE and SMYTH, Solicitors for said Executors, 2 Saint Andrew street, Dublin.

SAORSTAT EIREANN.

NOTICE OF CHARITABLE BEQUESTS.

In the Goods of

MARTHA ROCHE, late of 9 Belgrave square, North, Monkstown, in the County of Dublin, Widow, Deceased.

Notice is hereby given, pursuant to the Statute, that the said Martha Roche, by her Will dated 24th day of February, 1924, made the following Charitable Bequest:—

To Father Dunlee for Masses for the Repose of Testatrix's Soul £20

The Testatrix died on the 15th day of February, 1924, at 9 Belgrave square, Monkstown, aforesaid, and Probate of said Will was, on the 24th day of March, 1924, granted forth of the High Court of Justice, Saorstat Eireann, to Margaret Clayton, of 84 Tavistock road, Westbourne Park, London, W., in the County of Middlesex, widow, sister of Testatrix, one of the Executors named in said Will.

Dated this 11th day of April, 1924.

JOSEPH TIERNEY, Solicitor for said Executrix, 2 St. Andrew street, Dublin.

To the Commissioners of Donations and Charitable Bequests, Saorstat Eireann, 2 Kildare place, Dublin, and to all whom it may concern.

SAORSTAT EIREANN.

HIGH COURT OF JUSTICE.

KING'S BENCH DIVISION (PROBATE).

PRINCIPAL REGISTRY.

In the Goods of

SUSANNA HERVEY, late of Clermont Oise, in the Republic of France, Deceased.

Take Notice that after the expiration of eight days from the publication of this Notice, I will apply for a Grant of Letters of Administration of the personal estate and effects of the above-named Deceased on behalf of Henry William Sayers, of 60 Chancery lane, London, the personal representative of George Robert de la Cour Beamish, the son of the Deceased.

Dated this 10th day of April, 1924.

GEORGE M. MEARES, Solicitor, 16 Molesworth street, Dublin.

PRELIMINARY NOTICE TO CREDITORS.

PROFESSOR WILLIAM JOSEPH LYONS, B.Sc., late of Clonlea, Sandyford, Co. Dublin.

All persons having claims against the above-named are required to send particulars of same to the undermentioned Solicitors.

Messrs. VINCENT and BEATTY, Dame street, Dublin.

£1 TO £1,0

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48 FLEET STR
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Telephone—2497.

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LEGAL NOTICES.

NOTICE OF CHARITABLE BEQUESTS.

In the Goods of

MARTHA ROCHE, late of 9 Belgrave square, North, Monkstown, in the County of Dublin, Widow, Deceased.

Notice is hereby given, pursuant to the Statute, that the said Martha Roche, by her Will dated 24th day of February, 1924, made the following Charitable Bequest:—

To Father Dunlee for Masses for the Repose of Testatrix's Soul £20

The Testatrix died on the 15th day of February, 1924, at 9 Belgrave square, Monkstown, aforesaid, and Probate of said Will was, on the 24th day of March, 1924, granted forth of the High Court of Justice, Saorstat Eireann, to Margaret Clayton, of 84 Tavistock road, Westbourne Park, London, W., in the County of Middlesex, widow, sister of Testatrix, one of the Executors named in said Will.

Dated this 11th day of April, 1924.

JOSEPH TIERNEY, Solicitor for said Executrix, 2 St. Andrew street, Dublin.

To the Commissioners of Donations and Charitable Bequests, Saorstat Eireann, 2 Kildare place, Dublin, and to all whom it may concern.

SAORSTAT EIREANN.

HIGH COURT OF JUSTICE.

KING'S BENCH DIVISION (PROBATE).

PRINCIPAL REGISTRY.

In the Goods of

SUSANNA HERVEY, late of Clermont Oise, in the Republic of France, Deceased.

Take Notice that after the expiration of eight days from the publication of this Notice, I will apply for a Grant of Letters of Administration of the personal estate and effects of the above-named Deceased on behalf of Henry William Sayers, of 60 Chancery lane, London, the personal representative of George Robert de la Cour Beamish, the son of the Deceased.

Dated this 10th day of April, 1924.

GEORGE M. MEARES, Solicitor, 16 Molesworth street, Dublin.

STATUTORY NOTICE TO CREDITORS.

In the Goods of

JOHN J. ROSSITER, late of 136 Rathgar road, Rathgar, in the County of Dublin, Esquire, Deceased.

All persons claiming to be creditors or otherwise to have claims against the estate of the above-named Deceased, who died on the 29th day of January, 1924, are hereby required on or before the 28th day of May, 1924, to furnish (in writing) particulars of same to the undersigned Solicitor for the Executors, to whom Probate was, on the 3rd day of April, 1924, granted forth of the Principal Registry of the High Court of Justice, Saorstat Eireann, and in default thereof the Executors will proceed to administer the estate of the Deceased, having regard only to the claims of which they shall have notice.

Dated 11th April, 1924.

JOSEPH TIERNEY, Solicitor for the Executrix, 2 St. Andrew street, Dublin.

STRE.—Take Notice that I, JULIA BERKLEY, of 89 South Great George's street, in the City of Dublin, do intend to apply at the next General Licensing Sessions of the Peace, to be holden in and for the County of the City of Dublin, for an Ordinary License to Sell Beer, Cider, and Spirituous Liquors by Retail, at and in the house, 89 South Great George's street, in the Parish of Saint Andrew and County of the City of Dublin, by way of transfer from Michael Berkley, who died on the 30th day of March, 1924, and as the sole Executrix and beneficiary named in the Will of the said Michael Berkley, Deceased.

Dated this 11th day of April, 1924.

HENRY E. O'HANLON, Solicitor for Applicant, 58 Dame street, Dublin.

To the Divisional Magistrates of the City of Dublin.

To the Superintendent of the B Division of Police.

The Clerk of the Peace.

STATUTORY NOTICE TO CREDITORS.

In the Goods of

JOHN J. ROSSITER, late of 136 Rathgar road, Rathgar, in the County of Dublin, Esquire, Deceased.

All persons claiming to be creditors or otherwise to have claims against the estate of the above-named Deceased, who died on the 29th day of January, 1924, are hereby required on or before the 28th day of May, 1924, to furnish (in writing) particulars of same to the undersigned Solicitor for the Executors, to whom Probate was, on the 3rd day of April, 1924, granted forth of the Principal Registry of the High Court of Justice, Saorstat Eireann, and in default thereof the Executors will proceed to administer the estate of the Deceased, having regard only to the claims of which they shall have notice.

Dated 11th April, 1924.

JOSEPH TIERNEY, Solicitor for the Executors, 2 St. Andrew street, Dublin.

LONDON SPEAKING.

(BY "M.")

WHEN we of the valley were told that, on a certain date, an enterprising stranger would come into our midst to demonstrate the possibilities of "one of them wirelesses," our feelings on the subject were mixed.

Some of us were inclined to feel romantic, and to dwell upon the thought of a voice from among the teeming millions of London's citizens, making its way to our little abode of silence, among the everlasting hills. Others were frankly sceptical, and might be numbered with those blessed ones who expect nothing, and are, therefore, never disappointed.

But, perhaps, most of the valley folk were just curious, in a calm, dispassionate manner; for, after all, "them wirelesses" had, until quite recently, been banned by the powers that be, and for that reason alone, might prove to be of interest.

The evening set aside for the demonstration was full of the silvery radiance of a full moon, which sailed high above the dark uneven line of mountains. There seemed to be no sound in all the valley, save only the gurgling whisper of the shallow river, whose progress is well nigh baffled by the great boulders in its path.

Rather sheepishly we gathered in the big ice-cold room, already rendered unfamiliar by the "head phones" that hung from nails in the wall; the "loud speaker" upon the table; and the big box, made of highly polished wood, with its strange assortment of knobs. Some of us sat down and proceeded, clumsily, to adjust the phones over our unaccustomed ears; while the remainder of the audience watched us with much interest, mingled with uncontrollable amusement. But soon our doubts vanished, and only the wonder and amaze of it all was with us; for through the haunting strains of the violin played in the greatest of all cities, the thought came winging: "London speaking, our silent valley listening."

But, at this point our romantic ideas received a rude jar, for suddenly our ears were tortured by long drawn shrieks, as of a gale of wind through telegraph wires, or as the appalling noises that fill one's ears during the compulsory inhaling of gas or of ether. Those of the audience who were not "listening in," looked with evident amazement at the change in our expressions, having, themselves, no clue as to the tortures we endured. At that moment one wearer of the head phones removed them firmly, and, with an air of well-doing, presented them to a lowly member of the gathering. The recipient slowly adjusted the phones, getting thoroughly mixed up with the wires in the progress, and remarking that "you'd want to be a horse to get into that." I watched him with intense interest, the shrieks of a miniature tornado ringing in my ears, as I wondered what on earth his first impressions of the wonders of wireless would be.

Gravely he listened to the awful sounds, no surprise whatever showing on his expressive face; then, quite dispassionately, he spoke: "Good, the roars of it," the said, "and these turmoils quickly passed, and soon a rich contralto voice soothed our outraged nerves, while, once more, no doubt, our faces wore a look of contented enjoyment. Then, reluctantly, we removed the head phones, and handed them over to those who so patiently awaited our pleasure.

In silence we then sat and gazed at the "listeners in," and the reason for their earlier amusement soon became evident. For it was a strangely comical thing to watch the varied emotions flit across their faces, while we ourselves could hear no sound. Naturally, I felt a particular interest in the man who wore those head phones, formerly worn by me, and, as I watched him, I speculated silently: "How wonderful," I thought, "for this man, who has practically never left the quiet valley, to realise now that he is listening to a concert actually taking place in London."

The awed, grave face of the listener seemed to prove that the wonder of it all was not lost upon him, as he sat there with head bent, motionless. At last he spoke, amazement in his tones. "The weight of them yokes is able to drag down your head," he said; and romance received another check.

One member of the audience laughed without cessation through the entire performance, and was rendered, by his mirth, quite incapable of listening to anything. Afterwards, when pressed for a reason, he confessed that "when he seen Hennesy wid the gears upon his head, he put him in mind of an ould county court judge!"

Thus the evening wore on, until a wail from the loud speaker, indicated that it now would hold the floor. Then, with startling distinctness, a rather nasal voice told us various items of news—the result of the draw for the Davis Cup, the condition of the Prince of Wales after his accident, and other tit-bits, to which we listened with great attention. Those who had head phones still wore them, and were oblivious of the fact that others could now "listen in" considerably better than they.

After that, "good nights" were spoken, then London and our silent moon-lit valley ceased to communicate.

A DUBLINER IN BELFAST.

(BY LISNASTERIL.)

I CANNOT dream why it is that the Dubliner who steps off the train at Belfast should do so just in the way he does. For I am sure that most Dubliners react to that event with the same feeling as that which stimulates me upon arrival here. It is a peculiar feeling, the sort of feeling that makes a beggar a momentary duke; and it is compounded of a vague condescension, some benevolence, and the expectation of abundant merriment. Whenever I arrive from the South it is the same. In some impossible access of idealism I am prepared to see the local fife-and-drum band waiting outside the station to give me all the musical honours that are the distinguished visitor's due. I can always picture with my mind's eye a portly Lord Mayor complete with an illuminated address as he welcomes me with tears of gratitude in his eyes. In the background are the dour and sullen natives, wild and fattered of aspect, furtively jingling their gold and silver in their pockets to reassure themselves that none has been lost.

Filled with such picturesque anticipations, I hail a waiting side-car and drive off. I give an address to the jarvey, and he whips back an answer in a foreign tongue. The adventure among the "barbarians" has begun. I hear newsboys yelling a raucous "Tally-ho"; no doubt the young savages are hunting some wretched animal, a cat or a tin-canned cur. At last, in some fear and trembling, I ask my fare, and am startled into amaze by the reply: "Two shillings." And we have driven several miles at least! I think we pay dearly for the glib tongues of our Dublin Jehus. For a similar jaunt in Dublin I have been charged treble and quadruple the sum. This Belfast jarvey even helps me to the door with my luggage. An ideal man!

I see taxis plying at hazard on the street, and make a trial of one. All over the city (for by this time township has given place to town and town to city in my appraisal of the place) for a mere trifle. Taxis cost us little to hire as side-cars do. At this rate living is going to be cheap in Belfast; and my heart warms towards these busy brethren of ours in the North.

Before I am long here I discover two things: an amazing concert hall and cheap stout. Stout in Dublin costs eightpence per bottle; here the same bottle costs sixpence. Apparently, it costs twopence less than nothing to carry each bottleful from Dublin to Belfast. The Ulster Hall is an institution that we in Dublin might do well to copy. It is a large place, which holds nearly two thousand people, and it seems to pay its way with ease. Here during the season one can listen two or three nights in the week to music of the best composers admirably performed. Every Saturday, for the sum of sixpence, one may hear at the Ulster Hall recitals which are given by first-class artists, and these popular performances include chamber music, choral and solo singing, pianoforte, and the organ. A fine Philharmonic Society with a large orchestra of strings and wood-wind and a massed choir of some two hundred or so voices exists, and gives a series of magnificent concerts every year.

At the Opera House (for these surprising fellows possess such) Mrs. Patrick Campbell has been swaying the emotions of her audiences with her interpretations of "The Second Mrs. Tanqueray" and "Magda," the heroine of a typical German drama. Yet, the fact that Magda is German-made, however florid it may be, bespeaks some strange vein of perverseness and contradiction in these people of Belfast, who, we are told, hate the Huns more bitterly than all the world combined. And it is true that the people of this city are the most puzzling people to reconcile with one's dogmas. For instance, it is my dogma that Belfast is uncivilised; that Belfastians are a rude and barbarous race; that they are money-grubbers, Pussyfoots, kill-joys, bigots, and all the rest of that stuff. They hide it all, however, amazingly well; and I can only conclude that they are all really Dublin people in disguise, or that they are a lot of Mr. Jekylls and Dr. Hydes.

The latter, perhaps, is the true solution, for the Belfastian appears on Sunday, which he calls the Sabbath; in all the regalia that we expect to see. On Sunday he feels he must give some colour of truth to the legend which has been written about him; and he kills joy with the most absolute expression of sincerity that he can muster. Then can the wretched Dubliner who is stranded here only snarl references about whited sepulchres, Methuselahites, and so on; for, though he move heaven and earth, he cannot amuse himself in a single way, and if he is dying of thirst in a street of taverns he cannot buy or beg a single drink.

It is on Sundays that the old feeling of feudal superiority returns. I like, then, to think of that fife-and-drum band, the orange sashes, wooden shoes, and all the rest. It is a consoling exercise when there is nothing else to do; and ere long, like the rest of this sanctimoniously bemused Sunday city, I drop off to sleep with the complacent feeling of belonging to a worthy breed!

On Monday the Sabbath false-face is put back into the cup-board. These things are Sunday properties. The Belfastian likes to forget them during the week. He has work to do, concerts to hear, cinemas to visit, dances to assist at, football to watch or to play. He has much to do, and he does all swiftly and well.

I notice that he has time even to visit the picture galleries that are here. At Magee's, in Donegall square, Mr. and Mrs. Paul Henry have been holding a very successful exhibition of their pictures; and after a short time, a couple of weeks or so, Mr. Charles V. Lamb, A.R.H.A., intends to open an exhibition of his work in the same place.

Why there is no Abbey Theatre here is puzzling to know, for there are at least two groups of players in Belfast who could make such a repertory theatre a thriving and exemplary concern. The Ulster Players are well known to the Dublin public; but another group of amateurs, who gave a week at the Opera House here a short time ago, is not so well known. They produced a couple of remarkable plays; and secured crowded houses throughout the week. The players are mostly Catholics, and their plays jested about the religious barriers that have been so artificially fostered by politicians in the past. But they did more than jest; for they revealed, and that in a dramatic and impressive way, how it is the word Christian, and not Protestant or Catholic, which really is of account and holds sway in the souls of men. Their work was finely and artistically presented, and it is to be hoped that they will play before a Dublin audience before long. The group is called the "Rosario Players," and their two plays "Going West" and "The Auction at Killybuck."

A final word. In wet weather the streets of Belfast are far dirtier than those of Dublin. They are a real menace to the smartly-shod, joy to the boot-blacks, and yet of the latter in this business-like place I have seen not one. Here, surely, is a fortune waiting to be made.

OUR TALKERS.

WE are a nation of brilliant failures, but we are the greatest talkers since the days of Sir Walter Raleigh, said Wilde, and I wonder how far such high praise is deserved, for I have not moved enough among the polished of foreign capitals to judge. But I have met accomplished talkers here.

There is A, for instance, who, indeed, often requires a listener to provide his source of inspiration with some apt remark, as "twere Aron's rod," but who, once loosed, pours forth a stream now imaginative, now philosophical, now shot with the colours of strange lives and eerie lore, now pagented with heroic thoughts, and again turning into a humouresque, in which the human side of the great dances with rackety studios in a gay *macabre*.

B, on the other hand, is purely objective. He takes you into the by-ways of great cities, by docks and harbours, to boxing matches and New York saloons; wherever there is the colour and movement of the main human stream, and he tells you with the fine selection of a great brush artist what he has seen. An artistic cinema, and how delightful! It is to have the best of Stevenson and Masefield without the trouble of reading.

C and D, slightly different from A, move through life like Haroun Al Raschid, and their views glow in an imaginative splendour, sometimes Eastern, sometimes fantastic as Balzac.

Next come the wits, E and F. In a sense, they are better conversationalists than the others, for they require talkers as well as listeners. It is their function to make rapid thrusts with a brilliant rapier into the engagements of slower minds, dazzling the others with its burnished surface into freely-given admiration. But one suspects not a few of their sallies of preparation, and one sometimes is rather inclined to resent minds perpetually poised to shine.

My last, G, was philosophical, epigrammatical, and nobly human. His least remark had something memorable about it, as though to say "*Non omnis moriar.*" But the calm maturity of Horace was denied him, and his voice was hushed on the stricken fields of Flanders.

The great talker is the most generous of artists. He gives his wares for nothing, and of them little, if anything, endures. They pass, beautiful and irridescent as soap bubbles, when the walk comes to an end, or the grey dawn steals down the silent streets.

"E. R. W."

BROADCASTING PROGRAMMES.

TO-DAY.

The letters "S.B." in these programmes signify a Simultaneous Broadcast from the station mentioned.

LONDON (2LO)—365 Metres.

3.30-4.30—Time Signal from Greenwich. The Wireless Trio. 4—Health and Simple Psychology: "The Baby," by Lady Norah Bentinck. Mr. Pollard Crowther on "Japan." 5.30—Children's Stories: Uncle Pollard Crowther's Fairy Story. Kirkham Hamilton on "A Baby Tailor." Children's News. 6.15-7.0—Interval. 7.0—Time Signal from Big Ben, and 1st General News Bulletin. S.B. to all Stations. Local News and Weather Forecast. 7.15—Mr. E. Kay Robinson, President of the British Empire Naturalists' Association, on "Nature and the Cuckoo." 7.30—2LO Light Orchestra. 8.0—Half an Hour with the Roosters Concert Party. S.B. from 2LO. Light Orchestra. 9.0—Half an Hour with the Pandemonium Minstrels. 9.30—Time Signal from Greenwich and 2nd General News Bulletin. S.B. to all Stations. Local News and Weather Forecast. 9.45—Mr. F. Hope-Jones, M.I.E.E., on "Daylight Saving and the Broadcast of Time." S.B. to all Stations. 10.0—The Savoy Orpheans and Savoy Havana Bands, relayed from the Savoy Hotel, London. S.B. to other Stations. 11.0—Close down. Announcer: C. H. King.

BIRMINGHAM (5IT)—475 Metres.

3.30-4.30—Kiddies' Concert by the Kiddies. 5.0—Women's Corner. Janet Joye, Dramatic Recital. 5.30—Agricultural Weather Forecast. Kiddies' Corner. 6.30—Teens Corner. 7.0—News. S.B. from London. Local News and Weather Forecast. 7.15—Musical Comedy Night. The Station Orchestra. Harold Casey (baritone), Percy Edgar, M. J. Buvinghausen, Chalkface" and "Aquasalve" Poultry Culture for the Masses." 8.15-8.45—Interval. 8.45—Jack Venables, Songs at the Piano. Harold Casey. 9.30—News. S.B. from London. Local News and Weather Forecast. 9.45—Mr. F. Hope-Jones. S.B. from London. Frank Cantell (Solo Violin). 10.30—Close down. Announcer: H. Cecil Pearson.

BOURNEMOUTH (6BM)—385 Metres.

3.45—The "6BM" Trio: Reginald S. Mount (violinist), Thomas E. Illingworth (cellist), Arthur Marston (pianist). Reg. Attridge (baritone). 4.45—Women's Hour. 5.15—Kiddies' Hour. 6.15—School Half-Hour: J. C. Scattergood, F.R.S., "Scenes in the Empire." 7.0—News. S.B. from London. Local News and Weather Forecast. 7.15—L. C. L. Cooper-Hunt (late Hampshire County Team and Cambridge University 1st Six), on "Lawn Tennis." 7.30-10—Interval. 8.0—"Classic Night." The Augmented Wireless Orchestra. Norman Franklin (Solo Pianoforte). 9.30—News. S.B. from London. Local News and Weather Forecast. 9.45—Mr. F. Hope-Jones. S.B. from London. 10.0—Orchestra. 10.15—The Savoy Bands. S.B. from London. 11.0—Close down. Announcer: John H. Raymond.

CARDIFF (5WA)—353 Metres.

5.0—"SWA'S" "Five O'Clocks": Vocal and Instrumental Artistes. Talks to Women. Weather Forecast. 5.45—The Hour of the "Kiddiewinks." 7.0—News. S.B. from London. Local News and Weather Forecast. 7.15—Willie C. Clissitt on "Sport of the Week." 7.30—The Cory Silver Band. Vocalist, Gwladys Partridge (soprano). 8.15-8.30—Interval. 8.30—News. S.B. from London. Local News and Weather Forecast. 9.45—Mr. F. Hope-Jones. S.B. from London. 10.0—The Savoy Bands. S.B. from London. 11.0—Close down. Announcer: A. H. Goddard.

MANCHESTER (2ZY)—375 Metres.

3.30-4.30—Concert: Mary Curwen (soprano), Edna Welling (contralto), Emilie T. Sunderland (elocutionist), J. Colston Robey (baritone), J. Ewart Tomlin (entertainer), Albert Dalgleish (bass). 5.0—Women's Hour. 5.20—Farmers' Weather Forecast. 5.25—Children's Hour. 6.30—Organ Recital by Mr. T. Armitage, F.R.C.O., relayed from the Piccadilly Picture House. 7.0—News. S.B. from London. Local News and Weather Forecast. 7.15-7.45—Interval. 7.45—Mirth and Melody Night. Keyboard Kitty, Foden Williams (entertainer), Stephen Williams (baritone). Nancy Bloomfield (soprano), George W. Thompson on "Marvels of Water" (4)—Natural and Artificial Ice. 9.30—News. S.B. from London. Local News and Weather Forecast. 9.45—[illegible] from London. 10.0—[illegible] London. 11.0—Close

TO-MORROW.

The letters "S.B." signify a simultaneous broadcast from the station mentioned.

LONDON (2LO)—365 Metres.

2.0.—Time Signal from Big Ben. 3.0-5.0—Organ Recital. Replayed from the Concert Hall, National Institute for the Blind. Solo Organ, Herbert Grillitts. Frederick Lake (tenor), Beatrice Eveline (solo 'cello). Berta Carr (mezzo-soprano). Announcer: J. S. Dodgson. 5.0-5.30—Children's Corner. S.B. from Aberdeen. 8.15-9.0—A Simple Evening Service, with an Address by the Rev. H. R. L. Sheppard. re-played from St. Martin-in-the-Fields. 9.0—Musical Programme. Dorothy Silk (soprano). Albert Sammons (violinist). William Murdoch (pianist). Cedric Sharpe (violoncellist). 10.0—Time Signal from Greenwich and General News Bulletin. S.B. to all stations, except Cardiff and Manchester. Local News and Weather Forecast. 10.15—Musical Programme. 10.50—Close down. Announcer: C. A. Lewis.

BIRMINGHAM (5IT)—475 Metres.

3.0-5.0—Band of the 46th South Midland Divisional Signals. Alice Vaughan (contralto). Announcer, Mr. Harold Casey. 5.0-5.30—Children's Corner. S.B. from Aberdeen. 5.30—The Station Repertory Choir, Handel Night—1685-1759. The Station Orchestra. Gladys Whitehill (soprano). Frank Cantell and Orchestra. 10.0—News. S.B. from London. Local News and Weather Forecast. 10.15—Close down. Announcer: Percy Edgar.

BOURNEMOUTH (6BM)—385 Metres.

3.0—Sylvia Ferguson (contralto). Isabel Emery (elocutionist). Jack C. Crawshaw (solo pianoforte). 4.0—The Royal Bath Hotel Orchestra, replayed from the King's Hall Rooms. 5.0-5.30—Children's Corner. S.B. from Aberdeen. 6.30—The Wireless Orchestra. Handel's Works. Conductor, Captain W. A. Featherstone. 8.40—St. Mark's Presbyterian Church. 8.45—The Rev. Father Trigge, St. Joseph's Roman Catholic Church. Religious Address. 9.55—Hymns. 9.0—Robert Sturtivant (baritone). 10.0—News. S.B. from London. Local News and Weather Forecast. 10.15—Close down. Announcer: John H. Raymond.

CARDIFF (5WA)—353 Metres.

3.0—The Clifton Quintette. Vocalist, Chrys Hambly-Spry. Pianoforte Quintette. 5.0-5.30—Children's Corner. S.B. from Aberdeen. 6.30-7.45—Religious Service, replayed from Charles street Congregational Church. Preacher, the Rev. J. Phillip Rogers. 8.45—Symphony and Choral Concert. General News Bulletin. 10.30—Close down.—Announcer: W. N. Settle.

MANCHESTER (2ZY)—375 Metres.

3.0-5.0—The Radio Military Band. Conductor, Harry Northcott. Agnes Clarke (soprano). 5.30—Children's Corner. S.B. from Aberdeen. 6.0—S. G. Honey: Talk to Young People. 6.30—Dr. A. B. Turner, Chairman of the Manchester City Mission. Religious Address. 8.45—Concert given in aid of the City of Manchester Lifeboat Fund by the Augmented "2ZY" Orchestra, relayed from the Altrincham Hippodrome. 10.15—General News Bulletin. Local News and Weather Forecast. 10.30—Close down. Announcer: Victor Smythe.

GLASGOW (5SC)—420 Metres.

3.0-5.0—Organ Recital by Herbert Walton, relayed from Shuringburn Public Hall. Soloist, Robert Hamilton (bass). 5.0-5.30—Children's Corner. S.B. from Aberdeen. 6.30—Anthem (Base Solo and Chorus). (Soloist, Lewis Cowie). The Rev. George B. Giles, of Central United Free Church. Religious Address. 8.53—Isaac Loucock (solo violin). 9.5—The Choir of Pollokshields Parish Church. 10.0—News. S.B. from London. Local News and Weather Forecast. 10.15—Special Announcements. Close down. Announcer: Herbert A. Carruthers.

PEAT AND WATER.

IRISH NATURAL SOURCES OF ELECTRIC POWER.

Lecturing on "Natural Sources of Power and Industrial Development in Ireland," at a meeting of the Royal Irish Academy, Dublin, yesterday, Mr. George Fletcher, F.G.S., said that as regarded the peat resources of Ireland there was no doubt. There were 4,000 million tons of peat on the surface of Ireland, and of that two-thirds lay between Wicklow on the East Coast and Galway and Sligo in the West.

As an example of what water-power could do in the development of a country's industries, the lecturer instanced the case from Switzerland, where the development of electrical energy by water-power had turned a purely agricultural region into an industrial district.

(PATENTS) MR. WM. EWART DOYLE, Registered Patent Agent and Registered Patent Attorney, 19 College Green, Dublin. Advice Free.

NEW LONDON PLAY.

"A PERFECT FIT," AT THE SHAFTESBURY THEATRE.

FROM OUR OWN CORRESPONDENT.

LONDON, Friday.

The new farce, produced at the Shaftesbury Theatre, is by Arthur Wimperis and Harry M. Vernon, and it tells the story of the meteoric rise of a tailor's presser.

The young man, Robert Bassett, borrows a customer's suit of clothes and attends a reception at Park Lane, in order to meet a wealthy financier, to whom he presents himself as the man who had once saved the financier's life. He becomes confidential secretary to the great man, foils an attempt to injure his financial reputation and standing, and, although found out in the end, has so ingratiated himself with everyone who matters that his masquerade is forgiven, and all ends happily.

The play, in spite of its numerous witty lines, appears trivial. It is skim-milk stuff, although the clever acting of Francis Lister, as the cheeky young man, and the charm of Dorothy Tetley and Isabel Jeans almost deceived one at times into thinking it good entertainment. The audience appeared thoroughly to enjoy the play; there was no doubt about the sincerity of the applause.

BACH'S PASSION MUSIC.

TO BE SUNG IN ST. PATRICK'S CATHEDRAL.

On the first four nights of next week Bach's Passion music, according to St. John, will be

LEOPARDSTOWN.

TO-DAY'S SELECTIONS.

To-day's programme at Leopardstown should yield some very entertaining sport, and not the least interesting items are the couple of races confined to two-year-olds, the majority of which will be making a first appearance in public. Both of these events will attract good-sized fields, and, judging from the number of horses under orders to fulfil engagements, the same remark is applicable to the other races on a nicely-varied card. Selections are appended :—

Paddock Plate—**Kanowna.**
Glencairn Plate—**Curragh Balm** or **Glimpse.**
Foxrock Plate—**Valtoi** or **Goldbound.**
Silverpark Plate—**Snare.**
Stand Plate—**Voltoi**; if absent, **Zarope.**
Bray Plate—**Rathcreevagh.**

3.0—**THE PADDOCK PLATE** of 100 sovs., of which the second receives 10 sovs. and the third 5 sovs. A handicap hurdle race. 14 m. Age st. lb.

MOOR HAVEN (Lt.-Col. O'Malley-Keyes) ..... Parkinson 5 12 2
KANOWNA (Lord Lascelles) ..... Arnott a 11 9
MR. PORTA (Mr. Thomas Morrison) ..... Morland 6 11 9
KNIGHT TEMPLAR (Mr. H. M. Hartigan) ..... Owner 6 11 8
GARRYMORE (Mr. J. P. Traill) ..... Bassban a 11 4
DESMOND DALE (Mr. J. J. Parkinson) ..... Owner 5 11 4
CHILD OF THE HILLS (5th. st.) (Mr. T. D. McEvoy) ..... Alexander a 11 4
GRANTOWN (Mr. R. J. Dugan) ..... Usher a 11 2
SAXHAM (Mr. H. T. Usher) ..... Usher a 11 2
SAY (Mr. R. C. Ross) ..... Ross a 11 2
REDHUSSAR (Mr. Jos. Whelan) ..... Owner a 10 12
MIRATHORN (Mrs. A. E. O'Reilly) ..... Fetherston a 10 9
PETIT BEAU (Capt. Maher) ..... Dawson a 10 5
FOLEIH PRINCE (Mrs. D. Molcnery) ..... Mobner a 10 3
NO WORRY (Mr. C. Blackmore) ..... Kirwan a 10 0
LOUVOISINE (Mr. D. J. Cogan) ..... Stanton a 10 0
BATHDRIN (Mr. M. Balleety) ..... Bannon 6 10 0

3.30—**THE GLENCAIRN PLATE** of 100 sovs., of which the second receives 10 sovs., and the third 5 sovs. For two-year-olds. 5 f. st. lb.

GLIMPSE (Mr. M. Arnott) ..... Owner 9 0
LIGHT HUSSAR (Mr. M. Dreher) ..... Bell 9 0
SUN FLAME (Mr. M. Arnott) ..... Owner 9 0
C. HERE (Mr. J. J. Parkinson) ..... Owner 9 0
C. by Cygnus—KILALLON Capt. Dixon Bellas 9 0
ATOI (Mr. C. Roche) ..... Bolte 9 0
FLORIDA PET (£100) (Mr. R. Bell) ..... Owner 8 8
PRAY ANNIE (Mr. J. Prunty) ..... Rogers 8 10
F. by Prospector—GOLDEN HEART (Capt. J. Glendinning) ..... Bellas 8 10
DRUMSHEMICK (Mr. J. Leahy) ..... Bell 8 10
LOUVAL (Mr. Peter McAuley) ..... Goode 8 10
GOLDBOUND (Mr. J. J. Parkinson) ..... Owner 8 10
CORRECTION (Mr. A. Walker) ..... Prendergast 8 10
MARTEN TIPP (Mr. C. A. Rogers) ..... Pond 8 10
ANISA (Mr. D. J. Cogan) ..... Stanuton 8 10
MAY BUSH (Col. Croft) ..... Usher 8 10
OBERUNA (Mr. A. D. Cousins) ..... Usher 8 10
MUTUAL (£100) (Mr. C. Rogers) ..... Reidy 8 4
COPPAL BAWN (£100) (Mr. J. J. Parkinson) ..... Owner 8 4
DALCASSIAN (£100) (Mrs. J. Flint Lenehan 8 4
CUILRAGH BAUN (£100) (Mrs. T. Cousins) ..... Cousins 8 0
OISEAU D'OR (£100) (Mrs. Croft) ..... Usher 8 0
ROSELINE (£100) (Mr. John Doyle ..... Owner 8 0
LOUVISCA (£100) (Mr. H. J. Kirwan) ..... Moss 8 0
MY MIRA (£100) (Mr. W. Hamlet) ..... Owner 8 0
MISS FITZ (£100) (Mr. J. T. Rogers) ..... Owner 8 0
LIZA (£100) (Mr. J. T. Rogers) ..... Owner 8 0
DALLYFAIR (£100) (Mr. J. T. Rogers) ..... Owner 8 0
PAULINE'S PRIDE (£100) (Mr. P. Thos. Doyle 8 0

4.0—**THE FOXROCK PLATE** of 200 sovs., of which the second receives 20 sovs., and the third 10 sovs. For two years old. 5 f. st. lb.

C. by ROI HERODE—SIMON TIT (Mr. H. Kennedy) ..... Fetherd 8 10
C. by IRISHMAN—THE MOONSTONE (Mr. H. Kennedy) ..... Fetherd 8 10
19TH HOLE (Mr. W. Rankin) ..... Owner 8 10
COMBER (Mr. H. W. Barnett) ..... Rankin 8 6
F. by IRISHMAN—CARNAGE (Mr. H. Kennedy) ..... Fetherd 8 6
FLOMAPO (Mr. J. Crombe) ..... J. Rogers 8 6
LOUVINE (Mr. M. C. Kavanagh) ..... Owner 8 6
GROSVENOR'S REWARD (4lb.) (Mr. J. Musker) ..... Parkinson 8 6
F. by LOUVOIS—JUVENILE (Mr. J. J. Nugent) ..... Nugent 8 6
CAPTURE HIM (Mr. J. J. M'Auley) ..... Cousins 8 6
C. HERE (4lb.) (Mr. J. J. Parkinson) ..... Owner 8 6
MISCHIEVOUS (Mr. T. T. Rogers) ..... Owner 8 6
MINNYONNA (Mr. J. Shell) ..... Prendergast 8 6
CARLOVIA (Mr. M. Sherrard) ..... Owner 8 6
NEILL'S HILL (Mr. D. W. Barnett) ..... Rankin 8 6
G. by DUKE OF BRANDON—HERODENE (Mr. J. J. Nugent) ..... Owner 8 4
WAKEFUL (4lb.) (Lt.-Col. O'Malley Keyes) ..... Parkinson 8 2
GOLDBOUND (4lb.) (Mr. J. J. Parkinson) ..... Owner 8 2
ROYAL VIEW (4lb.) (Mr. J. J. Parkinson) ..... Owner 8 2
WILDBLOND (4lb.) (Mr. P. Thorpe) ..... Doyle 8 2
OBEDIENCE (4lb.) (Mr. A. D. Cousins) ..... Usher 8 2
F. by DUKE OF BRANDON—ANOTHER AIR (Mr. J. J. Nugent) ..... Nugent 8 1
ST. REGULUS (4lb.) (Mr. M. Sherrard) ..... Owner 8 1
VALTOI (3lb.) (Mr. J. J. M'Auley) ..... Coombs 8 1
EMMA (4lb.) (Mr. D. J. Cogan) ..... Stanuton 7 11
MELMOR (4lb. and 5lb.) (Mr. Jas. Daly) ..... Owner 7 11
OLLA (4lb. and 5lb.) (Mr. A. O'Dea) ..... Darcey 7 11

4.30—**THE SILVERPARK PLATE** of 100 sovs., of which the second receives 10 sovs. and the third 5 sovs. A handicap. 7 f. st. lb.

KNOCK BRACK (Mr. N. J. Grene ..... Moss 6 9 7
TOMTOI (Mr. C. T. Wallis) ..... Behan 4 9 7
ELLEN'S BRAE (Mr. P. Rogers) ..... Arnott 6 9 5
SUNNY BIRD (Col. Croft) ..... Usher 9 9 4
BUCKSHOT (by Lord Lascelles) ..... Arnott 9 9 4
IVYDENE (Mr. P. J. Munden) ..... Reidy 5 9 0
BRAZEN MAID (Mr. J. Morrison) ..... Doyle 5 8 13
AFFABLE (Mr. J. T. Rogers) ..... Owner 4 8 2
DANCING MISS (Mr. Rickard) ..... Owner 3 8 1
RIDENNIS (Mr. F. S. Mesenger) ..... McLachlan 2 8 1
PRIVIES PRIDE (Mr. M. Arnott) ..... Fordred 3 8 1
GOLDEN ARROW (Mr. Conor Kinsey) ..... Arnott 3 7 13
BRILLIANT LADY (Mr. J. Musker) ..... Parkinson 3 7 12
MISS GEORGIE (Mr. M. J. Eaby) ..... Rogers 3 7 9
HAPPY SUZIE (Mr. J. Leech) ..... Owner 3 7 9
ROCKEN GLEN (Mr. E. M'Loughlin) ..... Arnott 3 7 7
SABLE LADY (Mrs. N. White) ..... Moss 4 7 7
CARA MCREE (Mr. Dillon) ..... Usher 3 7 7

5.0—**THE STAND PLATE** of 100 sovs., of which the second receives 10 sovs., and the third 5 sovs. A handicap for age. 1 m. Age st. lb.

MOST NOBLE (Col. MacCabe) ..... Staunton 3 8 13
RED OR (Mr. F. Rogers) ..... Arnott 5 9 8
BRIGHT (Mr. H. M. Hartigan) ..... Owner 6 9 8
MOOR HAVEN (Lt.-Col. O'Malley-Keyes) ..... Parkinson 5 9 6
CHARABANC (Mr. M. Quinn) ..... Mahon a 9 5
MOONSONG (Mr. T. Mynescough) ..... Fordred 5 8 12
VOLTOI (Mr. J. J. M'Auley) ..... Coombs 5 8 12
PRIVIES PRIDE (Mr. M. Arnott) ..... Owner 5 8 8
MISS RYAN (Mr. J. T. Rogers) ..... Owner 5 8 8
TRAME LASS (Mr. T. Coombs) ..... Owner 5 8 8
SPEEDY MARQUIS (Mr. J. J. Musker) ..... Parkinson 3 8 8
ZARQPE (Mr. J. Bradcliff) ..... Parkinson 3 8 8
ILLYRIAN (Lady Cunynghame) ..... Walker 3 8 5
WILD DEB (Lord Kenmare) ..... Behan 4 8 4
PAXI (Mr. Jos. Doyle) ..... Owner 4 8 4
BACHELOR'S MODEL (Mr. F. Myers) ..... Fordred 4 8 4
GREAT PET (Mr. D. J. Cogan) ..... Staunton 4 8 4
GOLDEN ARROW (Col. Jameson Daly) ..... Arnott 3 7 7
THE MOUNT (Mr. J. J. Grene) ..... Moss 3 7 7
PEARLMAN (Mr. J. H. Leahy) ..... Fetherston 3 7 7
ARGOZONE (Mr. J. J. M'Auley) ..... Coombs 3 7 7
PRINCESS PATRICIA (Mr. T. F. M'Cutcheon) ..... Rogers 3 7 7
RADIO GIRL (Capt. H. T. Musker) ..... Rice 3 7 7

5.30—**THE BRAY PLATE** of 100 sovs., of which the second receives 10 sovs., and the third 5 sovs. A handicap Steeplechase. 3m. 100yds. Age st. lb.

FRANCIS BROWN (Miss M. Brown) ..... Fetherston a 12 5
MINTOI (Mr. E. M'Evoy) ..... Walker a 11 12
RATHCREEVAGH (Mr. R. J. Duggan) ..... Usher a 11 11
REVIVATION (Under V. H. Parr) Wolter a 11 9
PACTOLUS (Mr. Jos. Daly) ..... Owner a 11 7
BRENDAN'S GLORY (Mr. D. Quinlisk) ..... Cousins a 11 0
WREXHOY (Mr. T. G. Dillon) ..... O'Rourke 5 10
RATHLEEN (Mr. J. Balleety) ..... Bannon 6 10 5
KILDARRY (Lady Eva Forbes) ..... Dawson a 10 5
MAGNET (Mr. T. G. Dillon) ..... Mosley a 10 0
SCRATCHING.—Bray Plate—Pactolus.

PHŒNIX PARK CLUB RACES

SECOND MAY MEETING.
SATURDAY, MAY 17th, 1924.

The following Races CLOSE on WEDNESDAY NEXT, April 16th, with Mr. F. H. Clarke, 9 Hume street, Dublin :—
THE DALKEY PLATE of 100 sovs. Weight for age, etc. Five furlongs.
THE DOLLYMOUNT PLATE of 100 sovs. For two years old. Five furlongs.
THE DUBOYNE PLATE of 100 sovs. A handicap. One mile.
THE DRUMREE PLATE of 100 sovs. A handicap. One mile. 7 furlongs and 160 yards.
THE DRUMCONDRA PLATE of 100 sovs. A selling race for two-year-olds. Five furlongs.
THE BROOKE PLATE of 210 sovs.—(Closed.)
—(Advt.)

LEOPARDSTOWN APRIL MEETING, 1924.

SATURDAY, APRIL 12th.
FIRST RACE 3.0 p.m.

A train with reserved carriages for members leaves Harcourt street Station at 2.10 p.m. Carriages for Members will also be reserved on the Special Train leaving Foxrock at 5.50 p.m. after racing is over.

Members will only be admitted to reserved carriages on production of their badges.

On the introduction of a member, tickets admitting to the Members' Enclosure can be obtained at the Members' Ticket Office on the course, Gentlemen, 20s. Ladies 5/6 per day.

Combined tickets for course and enclosure (except Club Enclosure) can be obtained at the Booking Offices, at Harcourt street Station, on day of races.

Luncheons served as usual.—(Advt.)

LEOPARDSTOWN CLUB FIRST MAY MEETING,

FRIDAY, MAY 2nd.

The undermentioned Race CLOSES on WEDNESDAY NEXT, APRIL 16th, with Mr. F. Harold Clarke, 9 Hume street, Dublin :—
THE MAIDEN HURDLE RACE of 100 sovs. One mile and a half.
—(Advt.)

WARD UNION HUNT RACES (FAIRYHOUSE),

EASTER MONDAY, 21st APRIL, 1924.
SEVEN RACES.
£2000 IN CUPS AND STAKES.

A limited number of Tickets will be issued admitting from Grand Stand Enclosure to the Steward's Stand and Reserved Top. All Tickets can be obtained at the Shelbourne Hotel on Thursday, 17th April, and on Saturday 19th April, from 3 o'clock to 6 o'clock.

STEWARDS' STAND.
Gentlemen's 10/-
Ladies ..... Complimentary.
STEWARDS' STAND AND RESERVED TOP.
Gentlemen's 20/-
Ladies 5/-
Motor Gap Tickets ..... 10/- each.

A remittance should accompany the order for the number of Tickets required.

ROUTE TO COURSE.
Horse Vehicles—By Castleknock road via Fairyhouse Bridge.
Motors—By Ashbourne or Kilbride road via Ratoath.

RACES

NEXT.
9 Hume

...t Still
...ISKEY
...O. ROE
...Ages Guaranteed
7 years and
10 years old
...Co., Ltd.

NEWBURY RESULTS.

2.0—**JUVENILE PLATE (5).** £200. 5 f.
Mr. J. de Rothschild's ch. c. BHOPAL, by Bayardo—Bribery ..... 6 ..... Beasnt 1
Mr. J. Hett's ILEETEM, 8-6 ..... J. Evans 2
Mrs. S. Whittborn's JADE, 8-11 ..... R. Jones a
Also ran—Ella call (J. Hammond), Trezanna (Inzham), Jhansi colt (F. Lane), Phallism (Lister), Swinfen (Gardner), Quiddity (Chilvers). Caught By George (T. Carey), Dawn of Freedom (G. Richards), Thorn (K. Robertson), Polydhow gelding (F. Fox), Golden Berry (G. Smith). Off 2.4. (Winner trained by Pratt.)

Betting—4 to 1 each agst. Ileetem and Jade, 5 to 1 BHOPAL, 11 to 2 Trezanna, 7 to 1 Polydhow, 8 to 1 each Phallism and Golden Berry, 100 to 7 any other.

Won by three-quarters of a length; half a length. The winner was bought in for 410 gns.

2.30—**COMPTON HANDICAP (5).** £250. 2 m.
Mr. M. Hartigan's ASH TRAY, by Cigar—Mission, 5, 8-2 ..... G. Richards 1
Mr. R. Day's RACKWAY, 6, 8-11 ..... M. Beary 2
Mr. Bradford's MORE SANITY, 6, 7-13 F. Fox 3
Also ran :—Challow (Donoghue), Llangarren (R. Jones), Bessie Bells (J. Dines), Reading (T. Pryor), Silvanus (F. Bullock), Sodalis (R. Buller), Nice One (Grime), Oak Twig (G. Walsh), Oregon (K. Robertson). Off 2.34. (Winner trained by Owner.)

Betting—2 to 1 agst. Rackway, 5 to 1 Nice One, 10 to 1 each Silvanus and Llangarren, 100 to 8 ASH TRAY, or any other.

Won by two lengths; six lengths.

The winner was bought in for 350 gns.

3.0—**GREENHAM 2-Y.O. PLATE,** £1,000. 1 m.
Mr. J. Buchanan's Sir Cosmo—Desert Gold (Desert Orchid), Polyantha (F. Lane), Fresh Mint (Luster), Heron's Throne (J. Kirby), Queen of Iona (Donoghue), Leirion (Gardner), Prince Prigio (Archibald), Lucky Man (G. Richards), Hunt of Hon (S. Piper), Maraquita colt (J. O'Donnell), Rose (Jelliss), Stan Out (G. Bell), Brief Argent (R. Jones), Grisildis (H. Cheshire), Plonk's Sister (Gardner), Galway Lass (J. Doyle), La Mouri (G. Holme), Ventose (H. Beasley), Rocksprite (Fox), Sabine (Elliott), Hurry Back (V. Smyth), Porch (G. Smith). Off at 4.51. (Winner trained by Braime.)

Betting—7 to 4 agst. Queen of Iest, 5 to 1 VERITY, 7 to 1 Field Arrow, 10 to 1 Laughing Lady, 100 to 8 Porch, 25 to 1 any other

Won by a length; same.

TO-DAY'S SELECTIONS.

NEWBURY SPRING CUP.

It appears likely at the moment of writing that the field for the Spring Cup to-day will be somewhat smaller than at one time thought probable, and it is possible that the race will be found a much more open one than those who consider it a "two-horse" affair have decided in their minds that it is, judging by the list of

PROBABLE STARTERS AND JOCKEYS.

DRAKE (Mrs. S. Whitburn) (Cottrill), 4, 8-9
..... E. Jones
CONDOVER (Mrs. A. Bendir) (Harper), 5, 8-8
..... H. Beasley
FONDOLAND (Mr. Sol Joel) (De Mestre), 5, 8-4
..... W. M'Lachlan
BROWNHYLDA (Vicomte de Fontarce) (R. Dawson), 4, 8-2
..... J. Hulme
KARL (Sir H. Meux) (Fersac), 4, 7-12
..... H. Jelliss
FRIAR (Mr. F. Wright) (Templeman), 4, 7-12
..... F. Fox
SOVAL (Mr. E. Corzon) (Watts), 5, 7-10
..... C. Elliott
SUN CHARMER (Sir D. Broughton) (Jacquibaron), 5, 7-10 ..... S. Donoghue
PRIJSLA (Mr. A. Macomber) (Crawford), 6, 7-10
..... T. Pryor
CLOCHNABEN (Mr. J. White) (Ward), 5, 7-7
..... J. Townsend
ROCK FIRE (Sir F. Price) (Gilbert), 5, 7-7
..... G. Walsh
BLACKLAND (Mr. W. Higgs) (Higgs), 6, 7-4
..... T. Weston
WEATHERVANE (His Majesty) (R. Marsh), 5, 7-4
..... Bullock
STAR CHAMBER (Sir G. Bullough) (J. Jarvis), 4, 7-2
..... C. Smirke
SCULLION (Mrs. F. Hardy) (Hogg), 4, 7-0
..... M'Lachlan, jun.
OVERSEER (Mr. J. Benson) (W. Lowe), 4, 7-0
..... R. Lynch
CRUBENMORE (Mr. T. Edge) (G. Poole), 5, 6-7
..... Orme
TRUE KNIGHT (Sir D. Broughton) (Parquibaron), 5, 6-0 ..... H. Leach

Condover put up a better showing in the race for the Lincolnshire than many people imagine. That gallop and the work to which he has since been subjected must have brought him on materially, and if Harper is satisfied with his condition and the horse carries the full confidence of his connections he will do well. The Lincolnshire running points strongly to Overseer, who will be safe in the hands of young Lynch, but Overseer is very close to Weathervane in the handicap. I should have thought the last-mentioned horse to be a 5lb. better-class animal, and, having won the Greenham over the track, His Majesty's colt appears to be afforded a fine chance with 7st. 3lb. Pondoland made a good show for the Liverpool Cup for fully a mile, when he was forced out of a place when going very well. Phusla is probably destined to win a nice handicap in the near future, and is one to be borne in mind. He has the beating of Weathervane on the book. Brownhylda may not be quite ready yet. Clochnaben I put right in it. Selections :—

T.Y.O. Plate—**Mon Amie g.**
Wills Plate—**Yonyou.**
Spring Cup—**Overseer** or **Pondoland**; **Clochnaben** a place.
Manton Plate—**Trezum.**
Thatcham Handicap—**High Force.**
Spring Plate—**Haymaker.**

2.0—**A T.Y.O. PLATE (5).** £200. 5 f. st. lb.

EAGER FLIGHT F (by William Rufus) (Mr. M. Hartigan) ..... M. Hartigan 8 11
BUSKY (Mr. MacColl) ..... MacColl 8 11
SWIFT FOOTSTEPS F (by Archer) (Maj. Turnbull) ..... Pope 8 11
SANTA MARIA (Mr. F. Wilmot) ...G. Poole 8 11
OVER ZEALOUS (Sir C. Gulliet) ..... MacColl 8 11
GRAND CHASE (Lord Glanely) ..C. Marsh 8 9
PHALLISM (Mr. W. Guy) ..... Robson 8 9
LOOK OUT ART (Mr. G. Hardy) ..... Hogg 8 9
ST. JUDY C. (by Bridge of Earn) (Mrs. Hartigan) ..... M. Hartigan 8 9
GAYBROOK (Mr. A. Rasen) ..... Perse 8 6
PASQUINAR (Mr. T. Burrowes) ..S. Darling 8 6
TURKEY TROT G (by Bay D'Or) (Sir W. Cooke) ..... Platt 8 6
MON AMIE G (by Honey Bee) (Mr. H. Cottrill) ..... Cottrill 8 6
TOUJOURS PRET (Mr. H. Cottrill) Cottrill 8 6
WINSOME GIRL F by The Visier) (Mr. H. Dugdale) ..... E. Bigges 8 6
BIM F (by Rich Gift) (Mr. B. Day) R. Day 8 6
LOU'S WIFE (Mr. G. Duller) ..... Duller 8 6
FANCY ME (Mr. D. Fraser) ..... R. Day 8 6
HE SINGS (Lord Glanely) ..... C. Marsh 8 6
VOYAGE F (by Stornoway) (Mr. E. Grill) ..... Gwilt 8 5
BAGPIPES (Lt.-Col. Hennah) ..... Dundas 8 9
FLEETEM (Mr. J. Hett) ..... Tabor 8 6
CAPTAIN JOE (by Earle Mac) (Mrs. T. Hogg) ..... Hogg 8 6
CARMENMELIS F (by Lieb Lomond) (Mr. A. Knowles) ..... Nugent 8 6
GREAT GALA (Mr. H. Lines) ..... Lines 8 6
FATA BLINES (Mr. H. Longley) ..... Bolton a 8 6
COSY GLEN C (by Glenesky) (Mr. Y. Miss) ..... Bacott 8 9
MALVERN BEAUTY (Mr. S. Mooré) ...Dawe 8 6
FLEETING THOUGHT (Mr. C. Pratt) Pratt 8 6
GOLDEN BERRY (Mr. H. Shaw) ..... Gwilt 8 6
SUNDERBY (Mr. H. Shaw) ..... Gwilt 8 6
OPEN PROSPECT (Mrs. Taber) ..... Taber 8 6
MAIDEN'S HYMN (Mr. H. Watson) ..... Westlake 8 6
JADE (Mrs. S. Whitburn) ..... Cottrill 8 6

2.30—**WILTS PLATE (5).** £350. 7 f. Age st. lb.

DE COVERLEY (Mr. G. Eastman) ..... Bennett 5 9 4
DOUGLASDALE (Mr. M. Sartill) ...Savill 6 9 4
SUPPER GIRL (Mrs. McKenna) .McKenna 6 9 1
POLYHISTOR (Mrs. N. Gritt) ..... Bletsoe 5 9 1
ROYAL ASILE (Mr. D. Barnett) Wootton a 8 13
FELEPATHY (Mr. G. Bennett) ..... G. Bennett 6 8 13
UNISON (Mr. Sol Joel) ..... De Mestre 5 8 13
ELEFTERION (Mrs. Blain) ..... Spittle a 8 13
DESPAIRD (Mr. J. Cut) ..... Earl 5 8 13
TRUMPETER (Mr. Whiteman) Dulier 5 8 13
MAIN ROYAL (Mrs. Brock) ...G. Bennett a 8 13
MARTINMAS (Mr. T. Rintoul) ...Rintoul a 8 13
WILS NECK (Mr. A. Jaffrey) ...Farquharson 4 8 11
SUNNY HILL (Mr. A. Pearse) Woodman 4 8 11
ROYAL HUSSAR (Mr. J. Solomon) ..... J. Jarvis 4 8 7
GOLLY EYES (Mr. R. Gresson) ..... Cottrill a 8 10
YOUYOU (Mr. H. Lines) ..... F. Hartigan a 8 10
IMPERIAL (Mr. D. Gant) ..... Lines 5 8 10
UNCLE BONES (Mr. A. Goldsmith) ..... Tabor 4 8 9
TIP TREE (Mr. W. Higgs) ..... Hammond 4 8 6
GOOD LINE (Mr. A. Falcon) ..... Higgs 5 8 0
GOLDSMITH (Mr. H. Watson) ...Westlake 3 7 8
SANTURNIA (Mr. H. Harris) ....Cundell 3 7 8
SOCRATES (Mr. W. de Pledge) F. Leader 3 7 0
LYNXEYED (Mrs. S. Whitburn) ..Cottrill 3 7 0

3.10—**NEWBURY SPRING CUP,** a handicap. £1,500. Second £150, third £50. One mile.

FOR PROBABLE STARTERS AND JOCKEYS SEE TO-DAY'S SELECTIONS.

3.45—**MANTON T.Y.O. PLATE,** £200. Second £20, third £10. 5 f. st. lb.

CELLAR GLEN C (by Rich Gift) (Lady Torrington) ..... Bartholomew 9 3
TINY BIRD (Mr. F. Bartholomew) ...Kelly 8 10
AGNI (Sir A. Bailey) ..... R. Day 8 10
MINTHILL (Mr. Farquharson) Farquharson 8 10
TREASURER (Lord Glanely) ..... C. Marsh 8 10
NOTARY (Mr. F. Gretton) ..... Moreton 8 10
HOSEYA (Mr. Farquharson) ....Farquharson 8 10
SAGACITY (Lord Furness) ..... R. Dawson 8 10
ANGELIC C (by Othello) (Mr. J. Joel) ..... Morton 8 10
JOYFUL BIRD C (by Sunstar) (Mr. J. Joel) ..... Morton 8 10
GIFTED (Mr. A. Heathorn) ..... Taber 8 10
TRAJAN (Sir H. Cunliffe-Owen) ...G. Bell 8 10
LUCKY STAR C (by Flying Orb) (Lord Bewood) ..... Darling 8 10
INCHCAPE ROCK (Capt. Davy) ..... Beatty 8 10
LADY'S LAUGH (Maj. M'Calmont) ..Perse 8 10
Pasha colt in front of Green Fire and Caravel. A quarter of a mile from home Caravel and Green Fire came out, and raced home together, the latter winning by a head from Phallism separated second and third. Crewe was fourth and Lynmouth last.

3.45—**CHIEVELEY HANDICAP.** £500. Second, £35; third, £25. 5 f.

Mr. Macomber's ch. c. GOLDEN BOSS, by The Boss—Golden Heel, 4, 8-12 ..... H. Beasley 1
Mr. D. Cozan's ZANONI, 4, 7-8 ..... G. Smith 2
Mr. J. Hett's ILEETEM, 3, 8-0 ..... Donoghue 3
Lady Cunliffe-Owen's Precious, 6, 9-0 M. Beary 0
Mr. J. F. Montagu's Linky, 5, 8-9 G. Archibald 0
Mr. J. Watson's Meteoric, 4, 8-7 ..... R. Jelliss 0
Lord Durham's Surcoat, 7, 7-13 ..... A. Whalley 0
Mr. S. Joel's Holy Friar, 4, 7-12 ..... McLachlan, jun. 0

His Majesty's Joss House, 5, 7-6 ...S. Ingham 0
H.H. Aga Khan's Tiara, 4, 7-0 ..... A. Orme 0
Mr. C. Whitburn's Missal, 3, 7-6 ..... A. Burns 0
Mr. J. Benson's Sunny South, 3, 7-5 ..B. Signet 0
Mr. J. Watson's Mirage, 6, 7-5 ..... A. Walsh 0
Miss Keyser's Weltwaiser, 4, 6-13 ...J. O'Donnell 0
Mr. F. Gretton's Dandelion, 3, 6-10 ..H. Leach 0
Mr. Stevens' Bookham Star, 4, 6-5 ....A. Berry 0
Off at 3.51. (Winner trained by S. Darling.)

Betting—7 to 4 agst. GOLDEN BOSS, 100 to 30 Zanoni, 7 to 1 Dandelion, 100 to 8 each Surcoat and Meteoric, 100 to 7 each Linky and Sunny South, 20 to 1 any other.

There was much trouble at the post. When the flag fell Linky and Golden Boss came away attended by Orderly, Joss House, and Sunny South. Golden Boss drew in front at the distance, attended by Zanoni, and won by three-quarters of a length; half a length separated second and third. Linky was fourth, and Weltwaiser last.

4.15—**BERKSHIRE 3-Y.O. HANDICAP.** £500. Second, £35; third, £15. 7 f.

Lord Rosebery's br. c. DUNNOTTAR, by Tracery—Lammermuir, 7-11 ..... F. Elliott 1
Mr. P. Nelke's COCKPIT, 7-13 ...S. Donoghue 2
Lord Woolavington's BIG O' DON, 8-0 ..... G. Archibald 3

Also ran—Mailie (Smirke), Palermo (Jelliss), Potager (J. Dines), Prank (R. Jones), Lady of Lyons (McLachlan), Last Shot (Lister), Stone Marten (Doyle), Fusty (Speck), Charley's Mount (Hulme), Cheveresa (Lane), Black as Ace (R. Fox), England's Gate (F. Bullock), Billy Beck (G. Smith), Phillipi (Walsh), Absentic (Berry), Volanta (Bullock), Durnal. Off at 4.19. (Winner trained by J. Jarvis.)

Betting—2 to 1 agst. Rackway, 6 to 1 Nice One, 10 to 1 each Silvanus and Llangarren, 100 to 8 ASH TRAY, or any other.

Won by two lengths; six lengths.

The winner was bought in for 350 gns.

4.45—**BECKHAMPTON T.Y.O. PLATE,** £200. Second, £20; third, £10. 5 f.

Mr. F. Alexander's ch. f. VERITA, by Royal Canopy—Lady Georgette, 8-11 ..F. Bullock 1
Mr. Zoi Joel's LAUGHING LADY, 8-11 ..... Mr. McLachlan 2
Mr. D. Gant's SIMON MAGUS, 9-0 ...J. Evans 3
Also ran—Sharp Sun (Bentley), Grand Chase (Ingham), Polyantha (F. Lane), Fresh Mint (Luster), Heron's Throne (J. Kirby), Queen of Iona (Donoghue), Leirion (Gardner), Prince Prigio (Archibald), Lucky Man (G. Richards), Hunt of Hon (S. Piper), Maraquita colt (J. O'Donnell), Rose (Jelliss), Stan Out (G. Bell), Brief Argent (R. Jones), Grisildis (H. Cheshire), Plonk's Sister (Gardner), Galway Lass (J. Doyle), La Mouri (G. Holme), Ventose (H. Beasley), Rocksprite (Fox), Sabine (Elliott), Hurry Back (V. Smyth), Porch (G. Smith). Off at 4.51. (Winner trained by Braime.)

Betting—7 to 4 agst. Queen of Iest, 5 to 1 VERITY, 7 to 1 Field Arrow, 10 to 1 Laughing Lady, 100 to 8 Porch, 25 to 1 any other

Won by a length; same.

TO-DAY'S SELECTIONS.

NEWBURY SPRING CUP.

It appears likely at the moment of writing that the field for the Spring Cup to-day will be somewhat smaller than at one time thought probable, and it is possible that the race will be found a much more open one than those who consider it a "two-horse" affair have decided in their minds that it is, judging by the list of

PROBABLE STARTERS AND JOCKEYS.

DRAKE (Mrs. S. Whitburn) (Cottrill), 4, 8-9
..... E. Jones
CONDOVER (Mrs. A. Bendir) (Harper), 5, 8-8
..... H. Beasley
FONDOLAND (Mr. Sol Joel) (De Mestre), 5, 8-4
..... W. M'Lachlan
BROWNHYLDA (Vicomte de Fontarce) (R. Dawson), 4, 8-2
..... J. Hulme
KARL (Sir H. Meux) (Fersac), 4, 7-12
..... H. Jelliss
FRIAR (Mr. F. Wright) (Templeman), 4, 7-12
..... F. Fox
SOVAL (Mr. E. Corzon) (Watts), 5, 7-10
..... C. Elliott
SUN CHARMER (Sir D. Broughton) (Jacquibaron), 5, 7-10 ..... S. Donoghue
PRIJSLA (Mr. A. Macomber) (Crawford), 6, 7-10
..... T. Pryor
CLOCHNABEN (Mr. J. White) (Ward), 5, 7-7
..... J. Townsend
ROCK FIRE (Sir F. Price) (Gilbert), 5, 7-7
..... G. Walsh
BLACKLAND (Mr. W. Higgs) (Higgs), 6, 7-4
..... T. Weston
WEATHERVANE (His Majesty) (R. Marsh), 5, 7-4
..... Bullock
STAR CHAMBER (Sir G. Bullough) (J. Jarvis), 4, 7-2
..... C. Smirke
SCULLION (Mrs. F. Hardy) (Hogg), 4, 7-0
..... M'Lachlan, jun.
OVERSEER (Mr. J. Benson) (W. Lowe), 4, 7-0
..... R. Lynch
CRUBENMORE (Mr. T. Edge) (G. Poole), 5, 6-7
..... Orme
TRUE KNIGHT (Sir D. Broughton) (Parquibaron), 5, 6-0 ..... H. Leach

Condover put up a better showing in the race for the Lincolnshire than many people imagine. That gallop and the work to which he has since been subjected must have brought him on materially, and if Harper is satisfied with his condition and the horse carries the full confidence of his connections he will do well. The Lincolnshire running points strongly to Overseer, who will be safe in the hands of young Lynch, but Overseer is very close to Weathervane in the handicap. I should have thought the last-mentioned horse to be a 5lb. better-class animal, and, having won the Greenham over the track, His Majesty's colt appears to be afforded a fine chance with 7st. 3lb. Pondoland made a good show for the Liverpool Cup for fully a mile, when he was forced out of a place when going very well. Phusla is probably destined to win a nice handicap in the near future, and is one to be borne in mind. He has the beating of Weathervane on the book. Brownhylda may not be quite ready yet. Clochnaben I put right in it. Selections :—

T.Y.O. Plate—**Mon Amie g.**
Wills Plate—**Yonyou.**
Spring Cup—**Overseer** or **Pondoland**; **Clochnaben** a place.
Manton Plate—**Trezum.**
Thatcham Handicap—**High Force.**
Spring Plate—**Haymaker.**

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FLEETEM (Mr. J. Hett) ..... Tabor 8 6
CAPTAIN JOE (by Earle Mac) (Mrs. T. Hogg) ..... Hogg 8 6
CARMENMELIS F (by

FINANCIAL NEWS AND NOTES.

IRISH STOCK EXCHANGES.

DUBLIN.

NATIONAL LOAN ADJUSTMENT FLUCTUATIONS. BRITISH FUNDS GOOD. RAILS STRONG. MISCELLANEOUS HARDER.

The leading feature on 'Change yesterday was the adjustment fluctuations in Government National Five per Cent. Sterling Loan, so long overdue. The fully paid on application fell a full point to 95, while the Instalment Scrip, ex coupon, rose ¼ to 95¼, after all offered at 93 had been absorbed.

British Funds were strong, and closed at best points reached. Banks scarcely moved. Bank Stock, Hibernians and Munster and Leinsters were all supported. Among Breweries and Distilleries the only change was a slight easing in Guinness Ord. on sale of an odd lot. Dundalk Steam Shares fell sharply. Marconis were steady at last price, but "Marines" were sold down to 23s. 6d. Home Rail Ord. were mostly firm to strong, but one or two of the Pre-Ord. issues were lower. Dublin United Tram issues were firm, as also were Alliance Gas Shares. Drapery Shares were quietly steady. Tobaccos and Textiles were harder. Dunlop issues were idle, but firm.

In British Funds, Consols rose ¼ to 57½. War Loan Five per Cent. ¼ to 102¾. Conversion 3½ per Cent. ¼ to 78, and Irish Land Stock Three per Cent. ¼ to 65¼. Local Loans repeated 66.

Banks were steady. Bank Stock repeated 270 and Munsters 64. Hibernians were wanted at 7, the previous price, and later realised 7⅛, but Nationals fell ⅛ to 19¾.

Among Breweries and Distilleries, Guinness Ord. repeated 40, though a broken lot of Ord. realised ⅛ less. Dublin Distillers Ord. repeated 28s. and Dunvilles 11¾.

In Steam, Dundalks fell 11s. 10½d. to 81s. 5d. City Steam closed firm.

Marconis realised 23s. 7½d., 23s. 9d., 23s. 3d. and "Marines" 23s. 6d.

Home Rail Ord. Stocks closed generally firm to strong. Great Southern opened unchanged at 46, and then rose to 48¾. The Pref. repeated 57, and the Guaranteed fell to 63¾. Midland Great Western opened unaltered at 36, and then rose to 38. The 5 p.c. Pref. repeated 65¾, and the 4 p.c. Debs. 58, while the 4½ p.c. Debs. were ineffectually 73¼ to 73½. Great Northern Pref. fell ¼ to 53¾.

In Tramways, Dublin United Ord. repeated 61½, the Pref. 94, and the "B" 35¾ p.c. Debs. 70½ buyers.

Tarvin Tyre Ord. realised 16s. for an odd lot, and were called 18s. 6d., 17s., the other side.

Alliance and Dublin Consumers' Gas were steady at 6¾ xd.

Drapery shares, Arnott Ord. closed wanted at 97s. 6d., the last price, and Pim Bros. Pref. were firm at 75.

Among Manufacturing shares, Bleachers rose 6d. to 48s. 1½d., and Cottons 6d. to 51s. Kern River (10/-) 17/6 17/6
Lobitos 1 1
Mexican Eagle ..... 18/6 19/0 −6/3
Do. Pref. 17 18
North Caucasian (10/-) 2½ 2¾
Peru Syndicate 20 21
Phœnix 21/0 21/6
Premium Consolidated 11/3 12/3
Royal Dutch ..... 38 38⅜ −⅜
Shell Transport 4⅞ 4¾
Do. 7 p.c. Pref. (£10). 9/0 9/6
Do. 7 p.c. Pref. 24/3 24/9
Spies (10/-) 19s 20s
Steaua Romana ..... 3/3 +⅛
Tankers Pref. ..... 8/3 7/9 −⅛
Trinidad Central ..... 1 1 + ⅛
Trinidad Lease ..... 1/7 1/7 + ⅛
Trinidad Petl. Trinidad..... 1/3 1/4
Ural Caspian ..... ½ ⅝
Urez Oil ..... 3/9 4/3 −0⅛
V.V.O.L. Holdings 2 2½
Do. 7 p.c. Pref. 2 2½

BUSINESS DONE

Agwi Corp. "A"—10/- Anglo-Egyptian "B"—Anglo-Persian Ord.—50/-; 6d. 8 p.c. Pref.—£3/3, 2½d., 3/-; 6d. 5 p.c. Pref.—£3/3, 2½d., 3/-; 6d. Arnott Ord.—60/3d.; 6d. 8 p.c. Pref.—8/11½. Associated Brit. Trinidad.—1½. British Controlled Oilfields—1/3. British Dominions Land—1/3. Burmah—5/9, 6/-, 6/3. Lobitos—9/3. Mexican Eagle Ord.—18/3, 18/11½, 19/-, 19/6. Pim Bros. Pref.—75/-. Premier Oil—21/3, 1/-, 20/9. Royal Dutch—38⅛, 38⅜, 38½. Shell—95/-, 94/9. Shell Trans. & Trad.—4⅞, 4¾. Trinidad Leaseholds—1/7½, 6d., 6d., 1/7½. Trinidad Petl. Trinidad—1/3, 1/4. Ural Caspian—½, ⅝. Urez—3/10d. V.V.O.L. Hold.—2, 2½.
(*Exceptional bargain at special price.)

LONDON STOCKS IDLE.

UNDERTONE BETTER.

The Stock Markets were quite idle yesterday, business being very restricted. The undertone, however, was slightly better, apart from certain descriptions, which weakened a little on a resumption of liquidation from Paris. In the gilt-edged market, British Funds, though not active, were well maintained. The 5 p.c. War Loan rose ¼ to 102⅜, while Victory Bonds at 93½ rose ¼.

FOREIGN GOVERNMENT SECURITIES were dull generally, particularly French Loans, which were lower on the decline in the value of the franc. The 5 p.c. lost ¼ to 24¾ and the 4½ at 19. Mexican Fives at 52½, and the Sixes at 55¾ both lost a point.

HOME RAILS were listless, and changes were few. London, Midland and Scottish Ord. rose ½ to 100¾, while the 4 p.c. Pref. at 82 fell a point, and the 4 p.c. Pref. of 1923, at 81 also fell 1. London North-Eastern Def.-Ord. rose ¼ to 30¾.

FOREIGN AND COLONIAL RAILS were almost without alteration. Bahia Blanca gained a point at 79¾, while B. A. and Western, in Argentines, fell ½ to 74¾.

OIL SHARES WEAK.

Business in Oil shares yesterday was only a moderate scale, and as has been the case for some days past interest centred on a few specialities. A certain amount of selling on the part of professional operators was encountered, and, in consequence, an irregular tendency developed. Leading issues generally moved within narrow limits, there being scarcely any local demand, while a small amount of offering on Continental account led to lower prices being quoted for Royal Dutch and Shells. Shrinkages also occurred in Anglo-Persians and Burmahs. Mexican Eagles were a dull market. In Lobitos, a small leak was recorded. Anglo-Ecuadorians left off slightly easier. Among Roumanians, Phœnix confirmed firm, although closing price was unchanged on balance. Closing prices:—

M.U. April 1.		
36 0	Anglo-Dutch	36 3
7 6	Anglo-Ecuadorian	7 6
2 6	Anglo-Egyptian "B"	2 6
22 6	Anglo-Persian Ord.	22 9
23 3	Do. 6 p.c. Pref.	23 6
27 9	Do. Ord.	28
24 3	Do. 6 p.c. Deb.	24 3
2 6	Apex Trinidad	2½
2 6	Attock	2⅝
1 6	Brit. Borneo Pet. (10/-)	1⅝
8 9	British Burmah (£/-)	8 3
10 0	British Controlled	10 0
8 7½	Do. Pref.	8 7½
9 0	Do. 6 p.c. Deb.	9 0
24 9	Do. 8 p.c. Pref.	25 0
1 9	Caltex	1 9
10 9	Dacia Romano	10 9
4 3	Eagle Transport	4 3
1	Do. 6 p.c. Notes	100½
102	Do. Bearer	100½
3 0	General Pet. Trinidad A.	3 0
4 6	Kern River (10/-)	4 6
1 7	Lobitos	1 7
19 0	Mexican Eagle	18 6
17 6	Do. Pref.	17 6
14 1½	Do. 7 p.c. Pref.	14 3
1 9	North Caucasian (10/-)	1 9
2 3	Peru Syndicate	2 3
21 0	Phœnix	21 0
11 3	Premium Consolidated	11 3
37½	Royal Dutch	38
4 3	Shell Transport	4 3
9 6	Do. 7 p.c. Pref. (£10).	9 6
24 6	Do. 7 p.c. Pref.	24 3
3 3	Spies (10/-)	3 3
11 0	Steaua Romana	11 0
7 6	Tankers Pref.	8 0
1 3	Trinidad Central	1 3
1 6	Trinidad Lease	1 7
1 7½	United Brit. Trinidad	1 7½
1	Ural Caspian	½
4 1½	Urez Oil	3 9
1 8	V.V.O.L. Holdings	2 0
	Do. 7 p.c. Pref.	2 2

RUBBER SHARES IRREGULAR.

The Rubber Share market was irregular yesterday, while changes were more numerous than of late, and mostly to lower levels. Ledbury at 23s. 6d lost 2s. 9d., Patalling fell 1s. 6d. to 15s. 3d., Sapong were 1s. down at 26s., P.P.K. fell 10½d. to 15s. 4½d., Java Amalgamated at 23s. were 6d. down. Sungei Krian Pref. at 27s. 6d. rose 1s. 3d. Anglo-Malay at 21s. 4½d. and Labu at 25s. 6d. were both 1s. higher. Sungei Way rose 1s. at 21s. Malacca rose 9d. to 37s., and Consolidated Malay were 9d. higher at 4s. 4½d. The price of raw rubber was 12½d. per lb. Closing prices:—

M.U. April 1.		
26 0	Anglo-Dutch	26 3
7 6	Anglo-Java	7 6
21 3	Anglo-Malay	21 4½
4 7½	Bertam Cons.	4 7½
2 6	Bukit Bertadam	2 6
1 6	Bukit Sembawang	1 7
1 9	Damansara	1 9
18 6	Grand Central	18 6
3 9	Highlands	30 7½
1 6	Java	1 6
3 9	Kapong	3 11
1 6	Kuala Lumpur	1 6
1 6	Labu	1 6
1 6	Lingsi	29 7½
1 6	Linggi Asiatic	1 6
37 0	Malacca	37 0
1 6	Merlimau	28 1½
1 6	Moorim	1 6
1 6	Moonly Valley	19 4½
2 0	Pataling	15 3
1 6	Rubber Trust	26 3

DIVIDENDS AND REPORTS.

ANGLO - AMERICAN TELEGRAPHIC.—Interim dividend of 16/- per cent. on Ord. Stock for quarter.

ANGLO-EGYPTIAN COTTON CO.—Final dividend at the rate of 15 per cent. per annum, making 12½ per cent. for the year.

ANGLO-PERSIAN.—Final dividend of 30 per cent., less tax, making 40 per cent. for year, less tax, for year.

ARGENTINE AND EAST AFRICA.—Final dividend of 5 per cent., making 15 per cent. for year.

BLYTHE, GREENE, JOURDAIN AND CO.—Final dividend of 5 per cent. on Ordinary, making 10 per cent., and 10 per cent. on Deferred shares, plus bonus of 10 per cent. on Ordinary and Deferred Shares, giving 6 per cent. Preference Shares bonus.

BURMAH OIL.—The Burmah Oil Company will pay dividends for half-year to 31st December on 6 per cent. Pref. shares, 6 per cent. Second Pref. shares, and 8 per cent. Pref. shares, less British Income-tax in respect of Dominion, tax.

CANADIAN NORTHERN RAILWAY.—Directors announce that earnings for half-year ended 31st December last are sufficient to enable them to declare any interest on 5 per cent. Income Charge Convertible Debenture Stock on 2nd May next.

COLONIAL BANK.—Dividend at the rate of 8 per cent. per annum, less tax, upon the "A" shares and "B" ordinary shares for the half-year ended 31st December, 1923.

CRESSENS, ROBINSON AND CO.—Dividend 7½ per cent.

DANJAN RUBBER ESTATES.—Dividend of 10 per cent. (1s. per £) for year.

DELI BATAVIA TOBACCO.—Dividend of 24 per cent.

DELI OF SCOTLAND TRUST.—Dividend on Preference Stock for half-year to March 31 last at rate of 5 per cent. per annum, less tax.

EGYPTIAN MARKETS.—Final dividend of 5 per cent. and a bonus of 2 per cent., making 12 per cent. for year ended 31st December, 1923, on the Ord. shares.

ELECTRICAL UTILITIES.—Dividend of 1½ per cent. on Pref. Stock for quarter.

GENERAL STEAM NAVIGATION.—Net profit for 1923, was £3,506, plus £40,196 brought forward. Directors propose dividend on Ord. shares of 8 per cent., free of tax, for year, carrying £27,442 forward. This year the company celebrates the centenary of its incorporation.

HOPE BROTHERS.—Final dividend of 7½ per cent., making 15 per cent. for the year.

LIVERPOOL LAND.—Dividend of 3 per cent. for year.

LONDON AND SOUTH AMERICAN INVESTMENT TRUST.—Dividend at the rate of 6¼ per cent. on Ord. shares, less tax, on the paid-up capital, for year, actual, for year, less tax, on Ord.

LUDERITZBUCHT RUBBER COMPANY.—Dividend of 5 per cent., actual, for year, less tax, on Ord.

MADRAS ELECTRIC TRAMWAYS, 1904.—Dividend on Ord. shares of 3 per cent. for year, plus bonus of 2 per cent., both free of tax.

MALAY LEIGH.—Final dividend of 2½ per cent. for year.

NATIONAL (1914) PAY.—Dividend of 10 per cent. (less tax) for year.

PATENT VICTORIA STONE.—Final dividend of 5 per cent., less tax, for year.

PEACOCK AND NIBAMBE TEA.—Dividend of 5 per cent., less tax.

PEARTH PONTOON SLIPWAY AND SHIP REPAIRING.—Final dividend of 3½ per cent., less tax.

SCOTCH LONDON DWELLINGS.—Dividend of 4 per cent.

SIR JOHN DEL REY MINING.—Dividend for the first year of 10 per cent., plus a bonus of 5 per cent. against 10 per cent., plus 5½ per cent. for the previous twelvemonth.

THE STOCK EXCHANGE.

NOTICE.

MEMBERS OF THE STOCK EXCHANGE are NOT ALLOWED to ADVERTISE for business purposes or to issue Circulars or Business Communications to persons other than their own clients.

Persons who advertise as Brokers or Share Dealers are NOT MEMBERS of the Stock Exchange, or in any way under the control of the Committee.

Members issuing Contract Notes are required to use such a form as will provide that the words "Member of the Stock Exchange, London," shall immediately follow the signature.

A List of Members of the Stock Exchange who are Stock and Share Brokers may be seen at the Bartholomew lane entrance to the Bank of England, or obtained on application to

EDWARD SATTERTHWAITE,
Secretary to the Committee of the Stock Exchange,
Committee Room, The Stock Exchange, London, E.C.2

IRISH BANKS' RATE.

Discount ..... 5 p.c. 5th July, 1923.
Deposit ..... 2 p.c. 5th July, 1923.

STOCK EXCHANGE SETTLEMENTS.

Mining contango day ..... April 17 | May 5
General contango day ..... April 22 | May 6
Ticket day ..... April 23 | May 7
Account day ..... April 24 | May 8

BELFAST.

The Exchange concluded the week with a fair amount of business. War Loan improved to 102⅛, Funding Loan 86⅞, National War Bonds 100¼, Midland Bank 8⅞, Belfast Corporation 5 p.c. 100¾, Coats 65s. 3d., Guinness repeated 40, Imperial Tobacco 70s., Union Cold Storage 6 p.c. Pref. 29s., Irish Linen Reform Club 30, Calico Printers Ord. 33s. 7½d., Wyndcliffe Deferred 4s. 11½d., Transit Bonds ¾ p.c. 103½.

DIVIDENDS AND REPORTS.

ANGLO-AMERICAN DEBENTURE.—Interim dividend of 1½ per cent. on Ord. Stock for quarter.

ANGLO-EGYPTIAN COTTON CO.—Final dividend at the rate of 15 per cent. per annum, making 12½ per cent. for the year.

ANGLO-PERSIAN.—Final dividend of 30 per cent., less tax, making 40 per cent. for year, less tax, for year.

BEANTYRE AND EAST AFRICA.—Final dividend of 5 per cent., making 15 per cent. for year.

BLYTHE, GREENE, JOURDAIN AND CO.—Final dividend of 5 per cent. on Ordinary, making 10 per cent., and 10 per cent. on Deferred shares, plus bonus of 10 per cent. on Ordinary and Deferred Shares, giving 6 per cent. Preference Shares bonus.

BURMAH OIL.—The Burmah Oil Company will pay dividends for half-year to 31st December on 6 per cent. Pref. shares, 6 per cent. Second Pref. shares, and 8 per cent. Pref. shares, less British Income-tax in respect of Dominion, tax.

CANADIAN NORTHERN RAILWAY.—Directors announce that earnings for half-year ended 31st December last are sufficient to enable them to declare any interest on 5 per cent. Income Charge Convertible Debenture Stock on 2nd May next.

COLONIAL BANK.—Dividend at the rate of 8 per cent. per annum, less tax, upon the "A" shares and "B" ordinary shares for the half-year ended 31st December, 1923.

CRESSENS, ROBINSON AND CO.—Dividend 7½ per cent.

DANJAN RUBBER ESTATES.—Dividend of 10 per cent. (1s. per £) for year.

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FINANCIAL PARAGRAPHS.

Although business yesterday continued on a small scale, the tone of London Stock markets at the close was very firm. This was especially the case with Home Rails, which hardened considerably and were comparatively idle in the earlier part of the day. The Gilt-edged group opened firm, and remained so throughout, in spite of an unusual lack of support, but the majority of the leading securities showed no change at the finish. Further support will doubtless be given to the Expert Committee's recommendations on German payments, and this will put a more cheerful complexion on matters. Sterling on New York terms, it is true, is a little weaker, though the existence of cheap money at home was a favourable factor, and it is still causing people to attribute an early reduction in the Bank rate.

The Imperial Bank of India has reduced its rate of discount to 2 per cent. The last alteration in the rate was on 14th February, when it was raised from 6 per cent. to 9 per cent.

The directors of the London Trust Company are taking powers to capitalize a portion of the reserve account, and to allot 15,000 shares of £10 each to the Deferred stockholders in the proportion of one new £10 share in respect of each £25 Deferred Stock held.

OIL REPORT.

Mexican Eagle Oil Co.—Production for the week ended 5th April, 1924, 84,000 barrels.

CLOSING PRICES.

The quotations in the following tables were made up at an earlier hour than, and may, therefore, vary to some extent from, those given in our comments:—

CONSOLS, ETC.

Consols	56⅞	3½ % Treas. Bds.	102⅜
War Ln. 3½ %	96⅜		4%
do. 4%	99 100	Irish Ld. 2½ %	60-61
do. 5%	102½-102⅝ ½	Italia 3½ %	36-37
do. 4 % Tax Free	100½-101½	do. 5 %	65-66
Fund'g L'n ...	87½-88½	do 3½ %	101-102
Victory Bds	93½-93¾ ¼	do. 4%	110-112
3½ % Conv. Ln...	77½-78	Local Loans	66 67
		Sudan 5½ p.c.	106-108

AMERICAN RAILS.

M.U. April 1.			
—	Atchison	114	116
—	Baltimore	62	64
—	Chesapeake	82	84 −2
—	Chicago, Milwaukee.....	17½	18½
28	Erie	27½	28⅜ −⅛
—	Do. 1st Pref.	39	39 −1
—	New York, Ontario	18	20 −1
82	Southern Common	83	84
—	Do. Pref.	93	95
—	Southern Pacific	100	102 −1
—	Union Pacific	130	132

BRITISH RAILS.

M.U. March 31.			
—	Caledonian Def. Ord. ...		
108⅛	Great Western	110	111
99⅞	Lon., Mid. and Scot. Ord.	100	101 + ⅛
—	Do. 4 p.c. Pref.	81	83
—	Do. 4½ p.c. Red. Pref.	94	96
—	Do. 5 p.c. Red. Pref.	99	99
—	Do. 4 p.c. Pref., 1923.	80	82 −1
82	Lon. North-Eastern 5 p.c. Pref. Ord.	84	85
30¾	Do. Def. Ord.	70½	30½ + ⅛
—	Do. 4 p.c. 1st Pref....	80	82
—	Do. 4 p.c. 2nd Pref...	80	82
76¾	Metropolitan	77½	78½
—	Do. 5 p.c. Pref.	98	101
82	Do. District	81½	82½
82	Southern Pref. Ord. ...	84	86
40¾	Do. Def. Ord.	40	41
36	Do. "A"	37½	38½
9¾	Do. "B"	10	11
—	Do. 5 p.c. Pref.	100	103
—	Do. 5 p.c. Red. Pf. 1924	97	100
21⅛	Underground Electric ...	21½	22⅛
98½	Do. Income Bonds	98	98
—	Do. 6 p.c. Debs.	100	102

COLONIAL AND FOREIGN RAILS.

86	Antofagasta	85	87
—	Argentine G.W. Ord....	77	79
—	Bahia Blanca	78½	80½ +1
—	Brazil Railway Common.	28	29
87	Buenos Ayres Gt.	84½	86½
82½	Buenos Ayres and Pacific	79	81
73	Buenos Ayres and W.....	73½	75½ − ⅜
167	Canadian Pacific	167	169
76¼	Central Argentine	75	76
60	Central Uruguay	57½	59
—	Entre Rios	18½	20½
—	Do. 5 p.c. Pref.	70½	72½
—	Grand Trunk 4 p.c. Guar.	80	82
—	Grand Trunk 4 p.c. Deb.	42	45
—	Grand Trunk 5 p.c. Deb.	62	65
—	Leopoldina	12½	13½
—	Mexican Rails	2	3
25	Do. 8 p.c. Pref.	24	26
—	Do. 6 p.c. Pref.	13	15
—	Mexican Tram. 5 p.c. Pref.	8	10
—	Mexican Nat. 2nd Pref.	2	3
—	Pernam. Ord.	15	17
87	United Havana	86	88

FOREIGN BONDS.

99½	Argentine, 1886	99	101
74	Do. 4 p.c. Rescission	74	76
90	Do. 5 p.c. 1909	91	93
84	Brazil 4 p.c. 1889	84	86
85½	Do. Funding, 1908	84	86
72½	Do. 5 p.c., 1911	73	75
73	Chinese 5 p.c. 1896	73	75
77½	Do. 4½ p.c., 1898.....	77	79
77½	Do. 4½ p.c., 1911	77	79
96	Czecho-Slovak Bonds....	97	99
73½	Egyptian Unified	73	75
22¾	French Loan	23	24
—	Do. 4 p.c.	15½	16½
21	Grimani	21	23
19½	Italian Rentes	20	21
17½	Japanese 4½ p.c. Ist	112	114
—	Do. 4½ p.c. 2nd	112	114
78½	Do. New 5 p.c., 1907.	78	80
78½	Do. New 5 p.c., 1925.	78	80
—	Mexican 5 p.c., 1899	54	56
—	Do. 6 p.c. 10-I. Treas.	54	57 −1
—	Peruvian Consolidation	21	23
—	Do. Conversion	27	28½
—	Do. Funding	27	28½
—	Portuguese 3 p.c.	17	18
—	San Paulo 8 p.c.	100	111
—	Do. 5 p.c.	86	88
56½	Uruguay 3½ p.c.	56	57

BANKS.

—	Anglo-South American....	7½	8½
—	Australasia	13	15
—	Bank New South Wales.	28½	30½
—	Bank of Africa	7	8
—	Barclays	27½	28½
—	British of Foreign Trade	2	3
—	British Overseas	2	3
—	Canadian of Commerce..	41	43
—	Chartered of India	19½	19½
—	Hong Kong	131	134 +1
—	Lloyds	58½	60 6
—	London and S. America..		
—	Midland	80½	82½
—	National Discount "B"..	2	3
—	National Prov. (£4 p.).	10½	11½
—	Royal Bank of Canada...	47	49
—	Standard South Africa....	10	11
—	Union of Australia.....	14	15
—	Westminster Bank	17½	17½

TELEGRAPHS.

22⅜	Anglo-American Def.	22½	22⅝
1½	Marconi Wireless Ord....	1½	1⅝
—	Do. Def.	1	1⅛
—	Do. Debs	56	60
5	Do. Marine	4	5
5 0	Do. Canada	4 7½	5 1½
—	Oriental Telephone	1½	1⅝
18	Radio Corporation	17	18
18/8	Do. Preferential	18 10	19 4½ +9/3

MISCELLANEOUS.

—	Aboukir Land	1	1½
28 3	Aerated Bread	28½	29½
22½	Agency and Trust	24	25
22½	Allanza	21	23
10 6	Anglo-Cont. Shares	7	8
—	Do. 5 p.c. Pref.	60	70
8 0	Amalgamated Cotton	8 6	9 6
—	Anglo-Argentine 1st Pref.	2	3
43 9	Anglo-Chilian Nitrate ...	64 0	66 0
—	Argentine Northern Land	1	2
24 0	Armstrong (W. G.)	15 0	16 0
101 3	Associated Cement	100	104 0
18 9	Do. Pref.	14 0	15 0
8½	Assets Realisation	7½	8½
—	Assoc. Newspapers Def....	5	6
—	Bath, Colliery and Brick	1	2
—	Bass, Ratcliff & Pref. ...	84	87
—	Do. Ord.	5	6
47 6	Bleachers	2½	3½
24 6	Borax Con. Def.	1½	2½
33 0	Bovril Ltd.	32	34
23 0	Brazilian Traction	23½	24
24 6	British Portland Cement.	18½	20½ −1
11 3	B.S.A.	10	11
—	Do. 10% Cellulose Ord....	3½	4½
23 3	British Oil and Cake	21½	23½ −⅛
1 6	B.N.B. Land	1	1½
—	Brit. Col. Electric Rail..	82	86
—	Do. 4½ p.c. Debs	80	82
2 6	Bryant and May	2½	2⅝
—	Brunner Mond	27 0	28 0 −0⅛
2 6	Bryant and May	2½	2⅝
26 9	Burmah Oil	26	26½
101 3	Bwlfa and Merthyr	102½	104 0
10 0	Calico Printers	10	10½
11 0	Cammell Laird	10½	11½
13 9	Cargo Fleet	13	14
3 3	Carlton	3	3½
58 3	Courtaulds	57½	58½
—	Court Line	28 0	29 0 −0⅛
3 7½	Crosse and Blackwell	3	3½
—	Cunard Ord.	9	10
—	Daily Mail Deb.	102	103
5⅛	Daily Mirror Ord.	5⅛	5⅜
—	De la Rue Deb.	31½	32½
5 0	Dunlop Rubber	5	5⅛
107	Do. Deb.	105	106
—	Do. Amer. Tire Deb.	103½	104½
11 6	Dorman Long	102½	104½
—	Elder Dempster 6 p.c. Pf.	17	18
7	English Sewing Cotton....	6½	7½
47 0	Fine Spinners	46½	47½
21 9	Forestal Land	21	22
—	Furness Withy	1½	2
21 0	General Electric Ord.	20 0	21 0
—	Do. Debs.	103½	105½
400	Guinness	390	410
—	Do. Pref.	118	118 +1
—	Gramophone Ord.	11½	12½
34 0	Harrods Ltd.	33	35
—	Hudson's Bay Ord.	15½	16½
39	Imperial Tobacco Ord....	40 0	40 6 +0⅜
11 3	Do. (15/- paid)	11	11⅜ +0⅛
4 6	Lautaro Nitrate	4½	4¾
7 6	Leyland Motors	7½	7¾ − ⅜
—	Lever 7 p.c. Debs.	101½	102½
—	Lever 7 p.c. Pref.	100½	101½
—	Lipton	17	18
—	Loons (5/-)	4½	5½ + ⅛
31 0	Lagunas Nitrate	23 3	24 3
—	Linen Thread Ord.	11½	12½
28 9	Lister Ord.	28	29
17 0	Liverpool Nitrate	15½	16½
—	London Nitrate	2½	3½
6 0	Maple and Co. (1917) Pref....	5	6
5 0	Mayple Deb.	28 9	29 9
—	Mond Nickel Pref.	21	22
—	Mexican Trams	2½	3½
—	Do. Bonds	72	73
—	Do. Land & Bonds.	67	70
—	Nobel Ord.	23 0	24 0
20 9	Do. Pref.	19 6	20 6
—	Do. Def.	19 0	20 0
20 0	Parent Tyre Def.	11½	14½ + ¾
—	Do. Pref.	11	13
24 6	Pease and Partners	24	25
—	Peel G. Def.	2½	3½
8 9	Pelsh Syndicate	7½	8½
—	Peter Walker Ord.	17 0	18 0
—	Pinchin Johnson	2½	3½
27 6	Royal Mail Ord.	27	28
10 3	Royal Mail Pref.	10	10½
23 0	Rosario Nitrate	21 0	23 0
12 6	Salt Union	12	13
—	South Durham Steel	2½	3½
—	San Paulo Tram. Deb.	98	102
22 6	South African Breweries	21	23
—	Shawinigan Water Debs	103	104
2⅜	Shell-Mex Ord.	2⅜	2⅝
—	Santiago Nitrate	2½	3½
—	Selfridge 6 p.c. Pref.	2	3
—	Do. Ord.	1½	2½
—	Smithfield Arg. Meat	1	2
12½	Sunny's Pref.	11	12
—	Tilling Def.	2½	3½
19 9	Tate & Sons Pref.	19	19½
—	Taranaki Ord.	2½	3½
18 9	Tarmac Bds.	18	19
—	Do. Pref.	17